Government Documents
BRA
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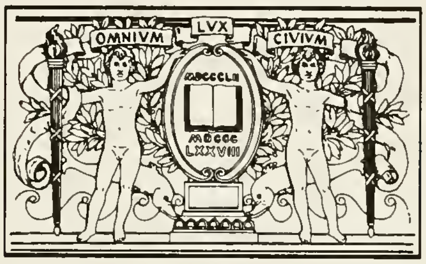

BOSTON
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ALLENDALE GLEN
(Souther Estate)

Allandale Street
Jamaica Plain, Massachusetts

1. Transportation Access Plan follows page 9.
2. Site Analysis & Wetlands Report follows.

McNeil & Associates, Inc.
420 Providence Highway
Westwood, MA 02090
617/326-5800

McNeil & Associates, Inc.

420 PROVIDENCE HIGHWAY, P.O. BOX 407-I, WESTWOOD, MA 02090
326-5800 FAX (617) 326-9141

October 6, 1988

William D. Whitney, Deputy Director
Urban Design & Development
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Re: Allendale Glen (Souther Property)
Jamaica Plain, Massachusetts

Dear Mr. Whitney:

The enclosed information and exhibits constitute our supplemental submission in response to your request for additional information as part of our application for the establishment of a PDA pursuant to applicable City of Boston regulations.

We are requesting that the BRA approve the development plan for the Proposed Project pursuant to Section 3-1A(a) of the Code. Subsequent to completion of the BRA review, we intend to request the Zoning Commission to establish the Proposed Project as a Planned Development Area (PDA). We also understand certain exceptions must be approved by the Board of Appeal. We believe the attached information is sufficient for the BRA to evaluate the Proposed Project as a possible PDA. The enclosed exhibits and documentation are sufficient to enable the BRA to make a determination that the Proposed Project conforms to the general plan for the City as a whole, and that nothing in such plan will be injurious to the neighborhood or otherwise detrimental to the public welfare. The construction of only 99 dwelling units on 13.5 acres makes this the lowest density elderly housing proposal ever considered in the City of Boston, and provides substantial open space/buffer areas for the protection of abutting properties.

Specific information is included relative to the protection of the environment, traffic, proposed amenities, pedestrian circulation, and other details requested by your office. We are available at your convenience to further review this material with you. Please do not hesitate to contact us if

you have any questions or additional information is required. Thank you for your continued patience and assistance relative to this matter.

Very truly yours,

McNEIL & ASSOCIATES, INC.

William R. Roop, III
Vice President

WRR/js

Enclosures

McNeil & Associates, Inc.

420 PROVIDENCE HIGHWAY, P.O. BOX 407-I, WESTWOOD, MA. 02090
326-5800 FAX (617) 326-9141

September 30, 1988

William D. Whitney, Deputy Director
Urban Design & Development
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Re: Allendale Glen (Souther Property)
Jamaica Plain
Endowment Concept

Dear Mr. Whitney:

We are submitting the following summary describing the manner in which the above-referenced elderly housing complex is proposed to be financed. This summary is a supplement to information previously submitted for your records. This retirement housing concept is designed to meet the needs of elderly homeowners who often find it difficult to maintain an entire single-family house which is far larger than they need, and often more costly than they can afford. Most elderly homeowners have little or no outstanding mortgage balance, and therefore have a substantial amount of equity in their single-family residence.

The Endowment Concept is really an "equity transfer" mechanism which evolved from a study entitled, "House Rich But Cash Poor", dated October, 1984 conducted by the Massachusetts Department of Elder Affairs. This study pointed out the lack of options available to elderly homeowners when it came to finding a residence more suitable to their needs. The simple fact is that today people are living longer, and therefore requiring a different housing accommodation than the traditional single-family residence. Subsidized elderly housing does not meet this need for the simple reason that the elderly homeowner, although often on fixed income, has too much equity in the existing house to qualify for occupancy.

The Endowment Concept developed by McNeil & Associates enables an elderly homeowner to obtain a more suitable residence at a below-market monthly cost. This is accomplished by

eliminating the traditional conventional mortgage financing associated with leased housing. In short, the resident provides the funding (endowment) necessary to pay off the construction loan used to build the facility, and therefore no permanent mortgage is required. The result is a lower, more affordable, monthly rental charge for a brand new high-quality retirement housing facility. The program includes numerous services important to elderly residents, as well as a guarantee that 90% of the funds provided by the resident to eliminate the mortgage (the endowment) will be returned when the resident moves out. Some of the important features of this program include a lifetime lease, improved opportunities for social interaction, as well as services that range from snow plowing to first class dining and health care. Residents are often familiar with the long-standing successful track record of McNeil & Associates in the very important area of retirement housing management. The combination of long-term guarantees and affordable monthly charges substantiate the decision of elderly persons to utilize their equity in order to take advantage of this unique program.

Because mortgage interest and principal payments often account for approximately 50%-60% of the monthly lease attributable to conventional rental apartments. A new two-bedroom, two-bath unit in this location would easily rent in the $1200-$1500 per month range. McNeil & Associates is projecting a rental fee of approximately $495 per month. In addition, we provide a contractual guarantee that any future rent increases will be based solely on actual operating expenses, and therefore no rent increases will be imposed due simply to market conditions. The monthly rent reduction actually becomes a tax-free return on the "Endowment Investment."

To analyze financial projections relative to this concept, one simply utilizes traditional methods keeping in mind that no mortage debt service payments apply to this type of property. We will provide your office with our confidential financial projections as requested for your review with the understanding that these will not become a part of our BRA file relative to this application.

I would be happy to meet with you or your staff to answer any questions relative to endowment housing, and believe that this description should assist you in reviewing the above-referenced proposal.

Thank you for your consideration.

Very truly yours,

McNEIL & ASSOCIATES, INC.

William R. Roop, III
Vice President

WRR/js

McNeil & Associates, Inc.

420 PROVIDENCE HIGHWAY, P.O. BOX 407-I, WESTWOOD, MA. 02090
326-5800 FAX (617) 326-9141

October 4, 1988

William D. Whitney, Deputy Director
Urban Design & Development
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Re: Allendale Glen (Souther Property)
Jamaica Plain, Massachusetts
Site Development Options

Dear Mr. Whitney:

The following information is provided for your records as a result of our discussion on September 8, 1988.

During the past 18 months we have considered three development options for this site:

Option I - The Construction of 150 Elderly Housing Units

This proposal was originally submitted to the Boston Redevelopment Authority in August, 1987.

Option II - 99 Elderly Housing Units

After more than a year of meetings with neighborhood groups, abutters, and area residents this compromise option has been supported by a substantial majority of those persons involved in the process.

Option III - The "As-of-Right" Development of Single-Family Houselots

Although permitted by existing zoning, neighborhood residents, immediate abutters and community organizations have requested that McNeil & Associates pursue the retirement housing Option (II), rather than proceeding on the basis of single-family houselots.

As recently as this morning we have been meeting with several neighborhood residents in an effort to achieve as close to a

unanimous consensus of approval as possible for the 99-unit proposal. The issue of architectural design as it relates to the building mass was discussed in detail, and we believe that appropriate design modifications make Option II acceptable to neighborhood residents, immediate abutters and community organizations on a near unanimous basis. This is significant due to the fact that we believe further reductions in the Option II proposal would jeopardize the economic feasibility of the retirement housing concept.

We have prepared a detailed financial proforma and analysis which we are ready to present to you in person and review in detail relative to this issue. The ratio of fixed to variable costs attributable to retirement housing is such that further reductions cause the price structure and operating projections of the proposed development to be unacceptable in the marketplace. It is not feasible to simply increase the cost of the housing and expect elderly persons in this segment of the market to elect to sell their homes and reside in a facility of this nature. To a certain extent this theory might work relative to condominium development where the market consists of many varied segments. However, in the field of retirement housing the average age of those living in this type of facility is 80 years old, the vast majority of the occupants are on fixed income and the existing market value of their present single-family homes is limited. One neighbor has suggested creating larger more expensive units in fact the effort required to maintain a large unit is such that the elderly do not generally want large housing units.

The list of fixed cost items is extensive, but obviously includes everything from the main driveway, utility connections, site work, landscaping, roadways, foundation work, mechanical systems, dining facilities, common rooms, health care facilities, and numerous "soft" costs such as engineering, legal, and other fees. Each time a unit is removed from the proposal the actual cost of the remaining units increase in a manner that eventually causes the proposal to no longer be feasible relative to the objective of providing quality retirement housing.

It is also very important to maintain certain operating efficiencies if the proposed services are to be provided at a reasonable cost. The cost of the resident manager, kitchen facilities, health care facilities, the convenience store, and other amenities must be spread over a sufficient number of units to keep these expenses affordable by elderly residents. In our professional opinion, it is not possible to maintain these operating efficiencies at a level below that represented by Option II.

It is also important to consider how 13.5 acres of vacant land should best be utilized for the good of the people of the neighborhood and City as a whole. Some people have suggested it should be left as an overgrown wooded area, others have recommended the construction of 300 or more dwelling units. We believe the best site design is one that provides substantial buffer/open spaces, is compatible with the existing neighborhood, and protects the interests of abutters. As a result of our meeting this morning, we believe that all parties involved can accept Option II as the best compromise plan and respectfully request that this matter be brought before the BRA Board as soon as possible.

Very truly yours,

McNEIL & ASSOCIATES, INC.

William R. Roop, III
Vice President

WRR/js

ALLENDALE GLEN
JAMAICA PLAIN

I. Financial Information
(See attached correspondence)

II. **Project Design**

The following materials are provided in conjunction with materials previously submitted relative to this retirement housing proposal.

A. The following program elements are included as part of the Allendale Glen Retirement Housing Proposal. (See Plans for detailed information)

1. 99 residential units
2. Dining facility
3. Kitchen facility
4. Community rooms, health care/clinic area.
5. Cooperative convenience facility
6. Greenhouse/horticultural facility
7. Laundry facilities
8. Lobby/Meeting Areas
9. Manager's Office
10. Resident Manager's On Site Unit
11. Mechanical Rooms
12. Storage Facilities

Summary of building heights (attached)
(see attached elevation plan)

On-site Parking/Loading Spaces (see plan)

B. Identification of specific location of each building elevation

C. Elevations of the proposed development including the connection between the north and the south buildings are shown on the attached plans/exhibits.

D. A model has been prepared and submitted showing the perspective view of both buildings and showing the height of the buildings in relation to the slope of the site.

E. A site map indicating limits of open space, conservation areas, walking paths, sitting areas, garden areas, buffer zones and landscaped open space is enclosed.

F. A Planting plan is enclosed.

G. The wetland report is enclosed. It should be noted that no building construction is proposed on the wetland area of the site.

H. Appropriate measures will be employed to protect trees in proximity to the building site during construction. These include the placing of snow fence or other suitable construction barriers to protect trees in close proximity to the proposed structure.

III. Environmental Impact Assessment

A. Transportation impacts. See attached site plan indicating the location of pedestrian and vehicle circulation patterns as well as the entrance/exit to the development drop-off and pick up locations, curb cut location, and width of loading areas, etc. See attached plan for location of proposed facilities and amenities.

1. a. Parking. See the attached parking plan which provides sufficient parking space for residents, visitors, and employees. It should be noted that McNeil & Associates has a successful long-standing policy of not assigning parking spaces to individual residents. The location of handicap parking spaces is shown on the attached plan. Because there are more parking spaces than will be necessary for residents of Allendale Glen, parking will be utilized by residents at their convenience (projected parking requirements based on existing elderly housing owned by McNeil & Associates is .6 cars per unit). It should be noted that the proposed parking complies with zoning requirements for non-elderly residences and that no variance is required.

b. See parking plan and traffic report relative to demand/use of the proposed parking.

2. Access and Loading

a. There is no requirement that any public right of way be used for maneuvering to load or unload vehicles relative to the proposed development. Loading, drop-off and parking/pedestrian access systems are shown on the enclosed plan.

b. Access roads, curb cuts and sidewalk locations are shown on the enclosed plan.

c. The number, location and dimension of drop-off/loading areas are shown on the enclosed plan.

3. Vehicular Traffic

See the enclosed traffic study relative to the potential impact on the following intersection.

- Allandale/Centre
- Allandale/Grove
- Centre/Whitcomb
- Centre/Walter

4. Public Transportation

a. A summary of the location and availability of public transportation service is included.

5. Pedestrian Access

a. Pedestrian access is delineated on the enclosed plan and has been specifically designed to meet the needs of elderly residents.

6. Access Plan

a. McNeil & Associates incorporates numerous measures to properly manage parking demand and optimize the use of available parking spaces. These

measures include the issuance of numbered parking decals and identification of resident vehicles. The parking of non-resident vehicles on a regular long-term basis is prohibited and a contract with a local towing company assures compliance with this important restriction. For example, non-residents will not be permitted to leave their car in the parking lot during the day while taking public transportation into the Central Business District from the nearby MBTA bus stop.

McNeil & Associates has successfully encouraged "non-car ownership," and non-car use by residents of the proposed development. The average age of the prospective residents is projected to be approximately 80 years old which in itself very often results in non-car ownership. Those persons that do own an automobile are encouraged to share and carpool with others for shopping, church, and similar trips. This not only encourages social interaction among elderly residents, but provides security as well as reducing automobile use. McNeil & Associates holds regular meetings with residents and encourages an active ride sharing program. During the past 10 years McNeil & Associates has provided bus transportation for specific outings such as a scheduled trips to a local shopping mall, restaurant, cultural event, etc. This practice is proposed as part of Allendale Glen although it is not included as an absolute guaranteed amenity. McNeil & Associates has a successful record of arranging bus transportation to local supermarkets and shopping areas for residents of its developments. This is sponsored by local merchants and utilizes school bus vehicles during off peak periods. McNeil & Associates will encourage residents to travel during non-peak hours to avoid "rush hour" traffic as well as to eliminate any addition

to existing rush hour traffic. In fact, studies have shown that elderly persons travel during off-peak hours and schedule appointments during off peak hours specifically to avoid the necessity of driving during this busy time.

Elderly persons generally utilize home delivery of goods and services whenever available and McNeil & Associates will make residents aware of these types of services to further reduce any traffic impact. Adequate turn-arounds/drop-off areas are proposed for easy access to and from the proposed buildings by non-resident vehicles.

It is very important to note that the proposed development will generate less than 50% of the traffic which would otherwise result through the creation of a single-family subdivision as permitted by existing zoning. The concept of an elderly retirement facility has received almost unanimous neighborhood support with regard to this very substantial reduction in traffic impact compared to the "as of right" development alternative.

b. With an MBTA bus stop located several hundred feet from the proposed development McNeil & Associates is projecting a successful effort to encourage the use of mass transit. Our efforts will include distributing up-to-date schedules to all residents

o providing schedule change information to residents

o initiating a program to be certain that each resident has an MBTA pass with applicable discounts for elderly utilization

- Making available the proposed drop-off areas to public transportation and coordinating the City's elderly transit services with residents of the development.

C. Experience at existing McNeil developments confirms that deliveries of goods and services are extremely limited for this type of housing. McNeil & Associates will work with vendors to limit delivery schedules to further reduce peak hour traffic impact.

D. McNeil & Associates has agreed to construct pedestrian sidewalks throughout the development, as well as to connect with the existing City sidewalk system approximately 200' from the proposed housing.

E. McNeil & Associates will monitor traffic during peak hours and keep a record of measures employed to reduce any peak traffic generation.

F. A specific plan for construction management of vehicles will be included during the construction phase. This will include appropriate scheduling and routing of any truck movements to and from the site. All storage of materials and equipment will be on-site. The staging and scheduling of construction equipment to the property will be designed to minimize any adverse impact on existing traffic conditions. Workers will be specifically encouraged to utilize public transportation to and from the site. Worker parking will be provided on site. Appropriate signs, traffic control and safety meaures will be implemented for the protection of area residents and pedestrians. McNeil & Associates has a long and successful track record of carrying out applicable

safety measures. For example, Glen Grove in Wellesley was successfully constructed adjacent to an elementary school whereby McNeil & Associates developed an effective plan for construction access and pedestrian safety. The 125-unit development was constructed on three acres without any safety incident.

B. Site Analysis

1. A site analysis report describing the natural features of the site and the impact of the proposed developed on these features is attached.

2. No rare plant or animal species or significant natural communities are contained on the site.

3. A report on the potential for archaeological resources is also attached due to the history, soil conditions and nature of the property. The proposed development will not create any adverse effect on archaeological resources.

C. Excavation and Landfill

We estimate it will be necessary to excavate 10,000 +/- cubic yards of fill which has been dumped on the property during the past 20 years. Soil analysis indicates a spread footing foundation design will be appropriate for the proposed structure. There is expected to be minimal if any need for blasting or pile driving which if necessary will comply fully with all applicable City restrictions and requirements.

D. Flood Hazard Zone/Wetlands

1. The enclosed Report provides a description of wetland resources, as well as the determination by the Boston Conservation

Commission relative to applicability. It is our intention to apply for an Order of Conditions at such time as applicable approvals are received from the City as required prior to the filing for final Conservation Commission approval.

2. Appropriate measures will be taken to minimize potential flood damage and to comply fully with the Order of Conditions issued by the Boston Conservation Commission. These mitigation measures include the implementation of a storm water detention system such that there will be zero increase in the rate of run off down stream beyond Centre Street as a result of the proposed development. The existing drainage system will be cleaned and maintained to eliminate debris which currently impedes the effectiveness of this system. Oil trap catch basins will be utilized to prohibit the introduction of pollutants to the existing stream. Salt will be utilized only in very minimal quantities as absolutely necessary to avoid pollution. Non-polluting fertilizers will be utilized in conjunction with landscaping, gardens, etc.

3. The proposed drainage system includes a storm water detention area such that there will be no increase in the rate of run off of storm water and therefore not adversely affect wetlands, water quality or create any potential for flooding.

E. Utility Systems

1. The existing water and sewer system located in Allandale Street has sufficient capacity to serve the needs of the proposed retirement housing facility.

2. Appropriate measures will be taken to conserve resources wherever possible. These will include water

conservation, conservation of electricity, heat and other utilities, as well as applicable programs for recycling where practical. All trash will be compacted as part of this effort.

3. We are not aware of any utility improvements required for the proposed development.

F. Water Quality

1. A water quality assessment is included in the attached report. There will be no adverse impact on water quality in the area as a result of the proposed development.

Segal/DiSarcina Associates, Inc.
Transportation Consultants
347 Congress Street
Boston, Massachusetts 02210-1222
617 423-0186

Transportation Access Plan

ALLENDALE GLEN

Allandale Street
Boston, Massachusetts

Another [illegible]

[illegible]

October 5, 1988

by: Anthony J. DiSarcina, P.E.

TRANSPORTATION ACCESS PLAN

for

ALLENDALE GLEN

PROJECT SUMMARY

October 5, 1988

- Name: Allendale Glen, elderly residential development
  99 elderly dwelling units
  1 unit for resident site manager
- Address: 44 Allandale Street
  Boston, Mass.
- Location: Southerly side of Allandale Street
  the "Souther" property, just westerly of Centre Street
- Sponsor: McNeil & Associates, Inc.
  Address: 420 Providence Highway
  P.O. Box 407
  Westwood, Mass. 02090
  Contact person: Mr. William R. Roop, III
  Telephone number: (617) 326-5800
- Anticipated date of construction start: Fall 1988
- Anticipated date of construction completion: Spring 1990
- Current Zoning: S-3
- Parking requirements: 1 space per unit
- Loading Bay requirements: None
- Required permits, variances and licences:

  Order of Conditions, Boston Conservation Commission
  Building permits
  Curb cut permits
  Water and sewer connection permits
  Exceptions from Zoning Board of Appeals
  Any additional city/state permits as may be required

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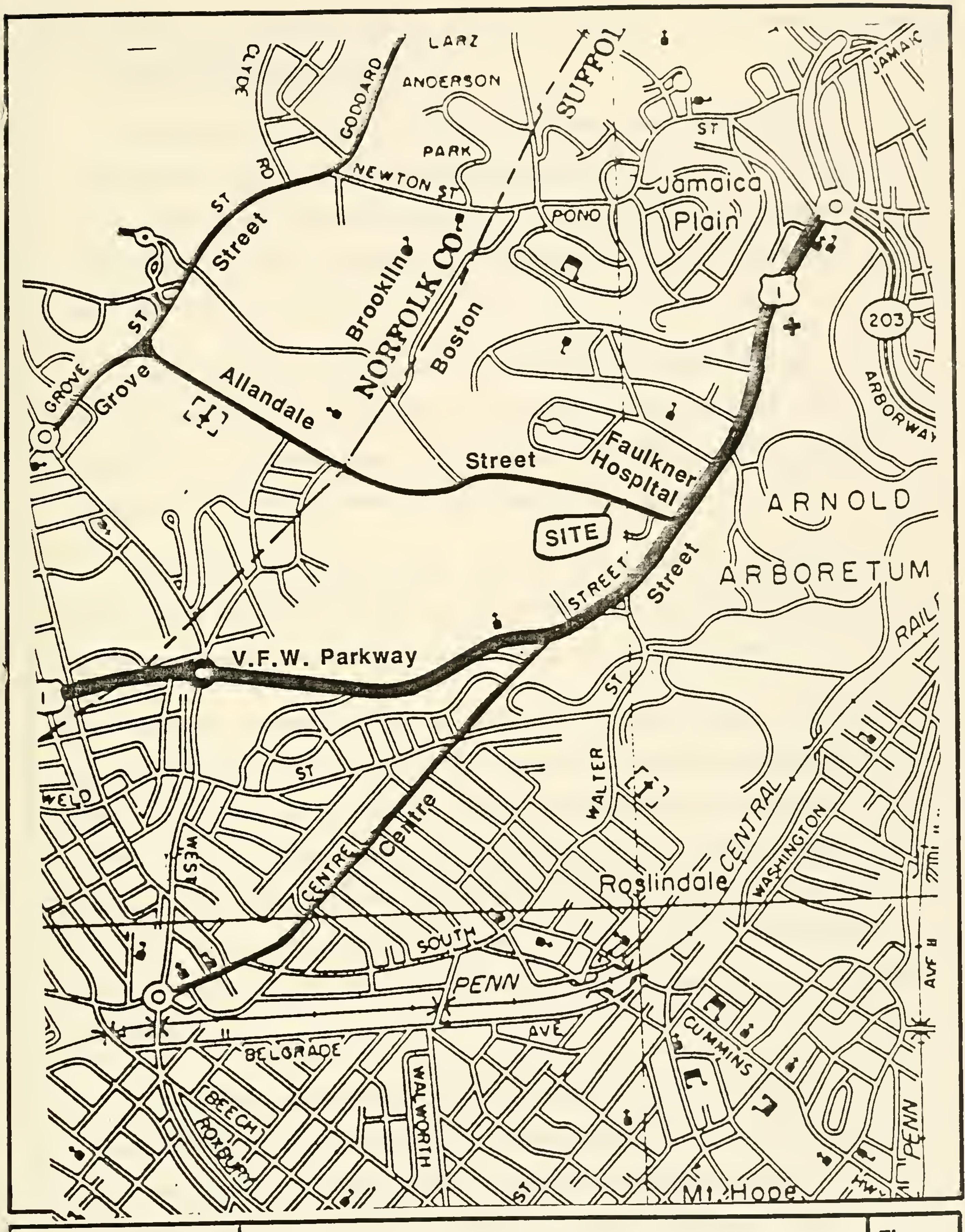
1.0 Introduction

This is the Transportation Access Plan (TAP) prepared for the proposed new construction of an elderly residential project (to be known as "Allendale Glen") at 44 Allandale Street in the Jamaica Plain neighborhood of the City of Boston, Massachusetts. The development is proposed by McNeil & Associates, Inc., with offices located at 420 Providence Highway in the Town of Westwood, Massachusetts 02090. The contact person is Mr. William R. Roop, III, Vice President, at telephone number (617) 326-5800.

The site is currently vacant(?) and the development proposes the new construction of 99 elderly residential dwelling units (and one resident manager unit) with 71 on-site parking spaces.

The proposed site is located on the southerly side of Allandale Street, just to the west of the intersection of Allandale Street with Centre Street (Route 1); see Figure 1, Location Map.

In accordance with the scope of work provided by the Boston Redevelopment Authority to McNeil & Associates, Inc., the items addressed in this Plan include trip generations, access and loading, pedestrian access, parking spaces, parking management and site circulation.



Allendale Glen Boston, Mass.	LOCATION MAP	Figure 1

Segal/DiSarcina Associates, Inc. *Transportation Consultants*

2.0 Existing Street Conditions

The site is located on Allandale Street, which is an east-west, collector-distributor street connecting Centre Street in the City of Boston to Grove Street in the Town of Brookline. Allandale Street has a variable width (between 24 and 30 feet) and is striped for one lane of traffic in each direction.

Centre Street is a major north - south arterial street leading to Downtown Boston. It is designated as US Route 1 in this area and is maintained by the Metropolitan District Commission (MDC). It is a divided roadway with two travel lanes in each direction.

Grove Street is a minor arterial street in the Town of Brookline. It also carries traffic in a north-south direction, but is not as significant as Centre Street. It generally has a travel lane in each direction.

The major intersection in the study area is that of Centre Street with Allandale Street. This is a three-way ("Tee"), signalized intersection with a separate left turn lane on Centre Street northbound, a separate right turn lane on Centre Street southbound and striped left and right turn lanes on the Allandale Street approach. Faulkner Hospital is located on the north side of Allandale Street just to the west of this intersection and the Hospital contributes significantly to the turning movements at this intersection.

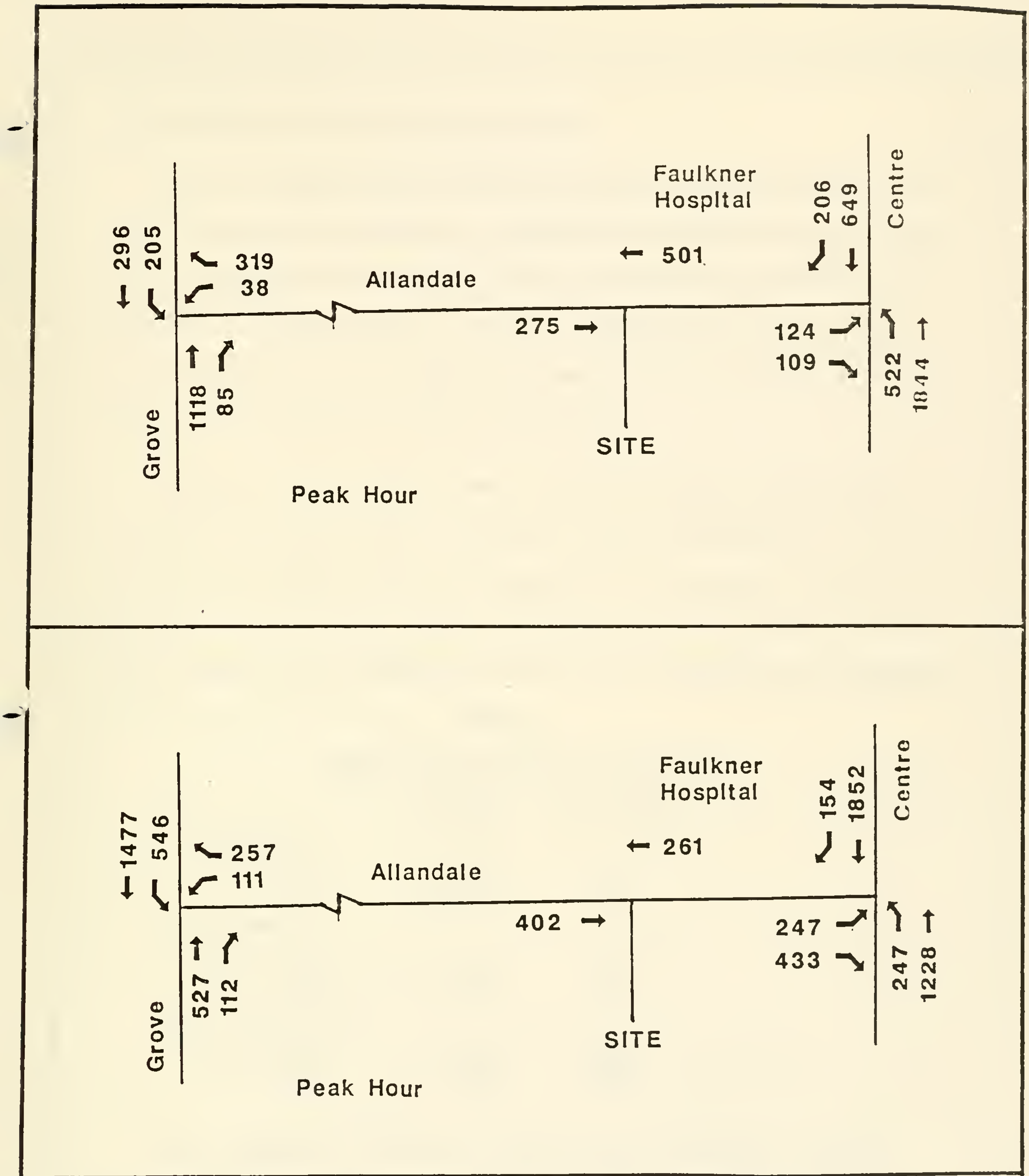
The intersection of Grove Street with Allandale Street is an unsignalized Tee intersection about a mile from the site. At this point, Grove Street has two travel lanes in each direction with a median divider. Allandale Street has separate left and right turning approach lanes.

3.0 Existing Traffic Conditions

Independent traffic counts for this proposed development were not taken because the projected development traffic volumes (discussed in Section 4.0) are so relatively small and because existing traffic volumes were available from a prior Transportation Access Plan, dated July 1987, performed by H.W. Moore Associates, Inc., for the "Allandale Condominiums" located on a site just to the west of this proposed development.

The "Allandale Condominiums" Access Plan included traffic count data for the intersections of Allandale Street with Grove and with Centre Streets. The BRA scope letter for the "Allendale Glen" development indicated that two additional Centre Street intersections (with Walter Street and with Whitcomb Street) should also be considered in this Access Plan. In reviewing these additional two intersections, because the projected development volumes from this development are very small (with only some two to three vehicles expected on Centre Street in either direction during the peak hours), it is concluded that the additional two or three vehicles per hour will not adversely the operations of these intersections.

The recent traffic count data in the "Allandale Condominiums" Access Plan was used as the basis for existing traffic conditions for the "Allendale Glen" analysis. In addition, under the assumption that the "Allandale Condominiums" development will be implemented, the "Build" traffic volumes in that Access Plan are used as the existing traffic volume for this Access Plan. This type of assumption is conservative; i.e., it provides for an even higher volume of base case existing traffic volumes, which are are shown on Figure 2, Existing Traffic Volumes.



Note: Existing traffic volumes taken from Transportation Access Plan for "Allandale Condominiums", by H.W. Moore Associates, Inc., dated July 1987

Allandale Glen Boston, Mass.	EXISTING TRAFFIC VOLUMES	Figure 2

4.0 Projected Development Traffic Volumes

Vehicle trip generation estimates are made by using trip generation factors compiled by professional transportation groups (such as the Institute of Transportation Engineers, ITE) or by other local or state public agencies. It is noted that the ITE trip generation data for this type of land use category is not extensive and that the City's Access Plan Guidelines do not include this type of information.

Therefore, in November of 1987, counts were made of actual traffic volumes at the "Webster Green" complex in Needham, Massachusetts. This is an existing development which is comparable to this proposed Allendale Glen development. Using these counts, the following Table "A" shows the estimate of vehicle trips expected for the 99 unit "Allendale Glen" development.

Table A

Vehicle Trip Generation Estimates

	Trip Rate	# of Trips
AM PEAK HOUR		
Into Site	0.07	7
Out of Site	0.09	9
Total	0.16	16
PM PEAK HOUR		
Into Site	0.13	13
Out of Site	0.08	8
Total	0.21	21
DAILY, 24-Hr. ADT		
Into Site	1.65	164
Out of Site	1.65	164
Total	3.30	328

It is important to note that these projected development traffic volumes are some 50% less than those that would be generated by the implementation of an "as-right" development of some 46 single-family, detached housing units.

Table "A" above indicates that the site would generate a total of about 16 vehicle trips during the AM peak hour; about 7 trips entering the site and about 9 trips exiting the site. This is the equivalent of approximately 1 additional vehicle trip each 4 minutes on average.

During the evening peak hour, there would be about 21 vehicle trips; about 13 entering the site and about 8 exiting the site. This is the equivalent of about 1 additional vehicle each 3 minutes on average.

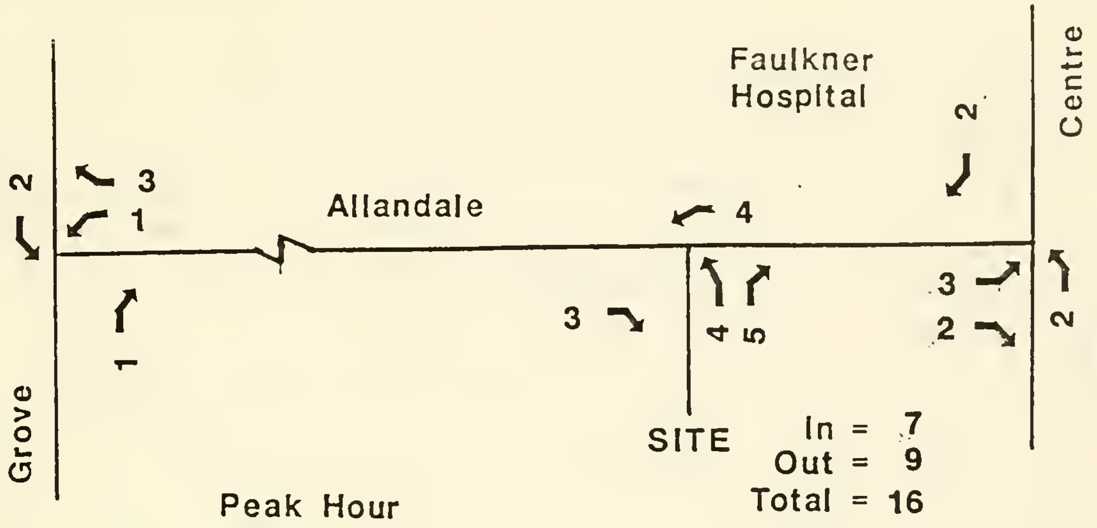
These peak hour site traffic volumes are relatively low and can be absorbed into existing street volumes without difficulty.

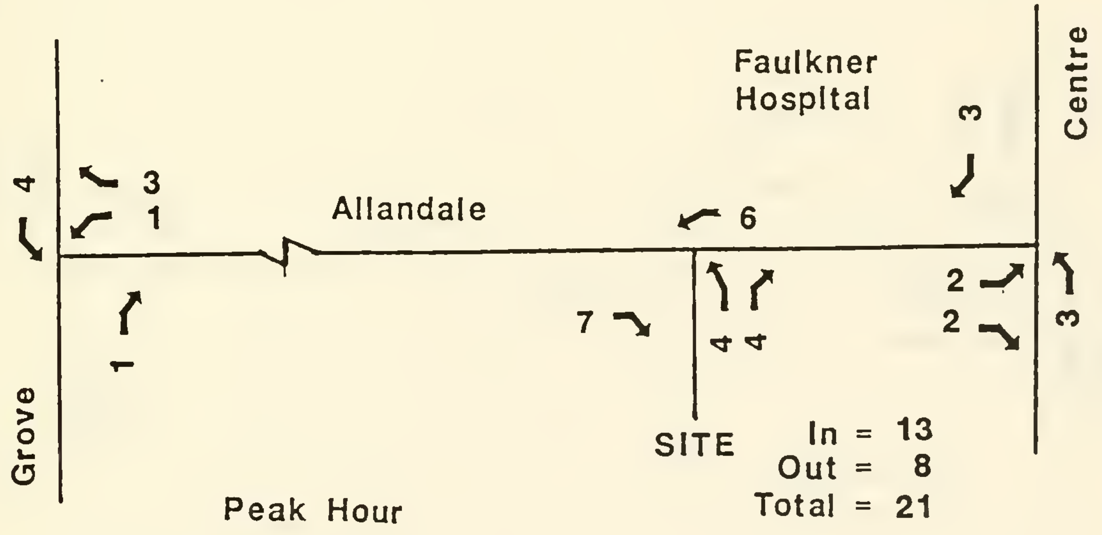
These projected development traffic volumes are shown on Figure 3, Development Traffic Volumes.

On an all-day, 24-hour basis, the proposed site would generate about 328 vehicle trips per day with about 164 entering the site and about 164 exiting the site.

5.0 Future Traffic Volumes

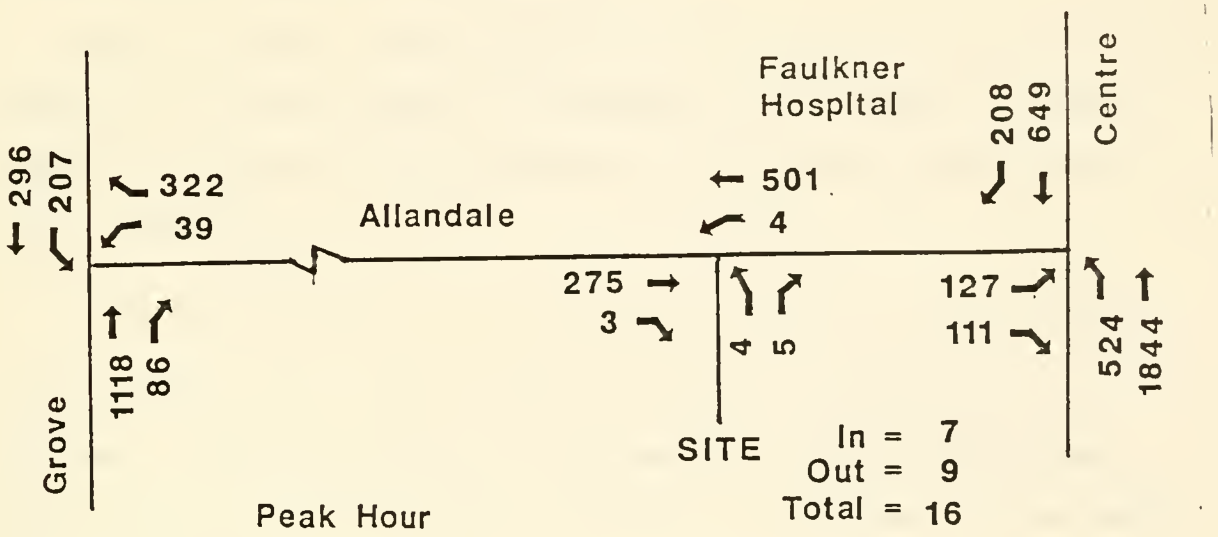
The future traffic volumes are derived by adding the existing traffic volumes from Figure 2 (which are existing street traffic volumes plus the increment from the "Allandale Condominiums") to development traffic volumes from Figure 3 to obtain the future traffic volumes as shown in Figure 4, Future Traffic Volumes.

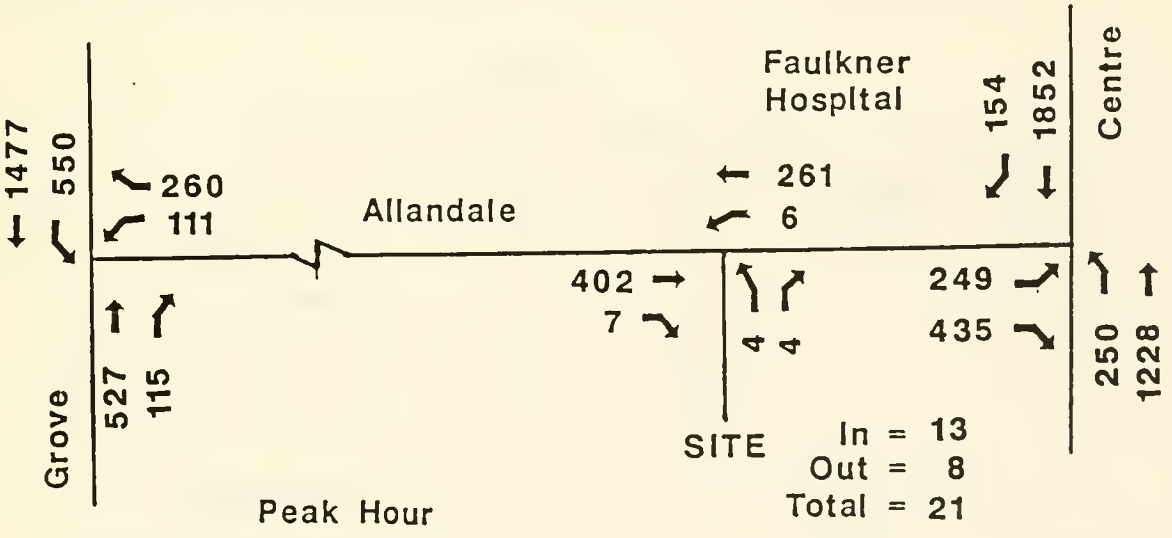




Note: Existing traffic volumes taken from Transportation Access Plan
for "Allandale Condominiums", by H.W. Moore Associates, Inc., dated July 1987

Allandale Glen Boston, Mass.	DEVELOPMENT TRAFFIC VOLUMES	Figure 3





Note: Existing traffic volumes taken from Transportation Access Plan for "Allandale Condominiums", by H.W. Moore Associates, Inc., dated July 1987

Allandale Glen
Boston, Mass.

FUTURE
TRAFFIC VOLUMES

Figure
4

6.0 Analysis of Traffic Operations

Detailed traffic capacity analyses were not performed because of the essentially negligible effect of the additional "Allendale Glen" traffic volumes on Allandale Street, particularly at the Centre Street or Grove Street intersections.

If the traffic volumes on each approach leg of an intersection are summed, then the total traffic volume entering the intersection is obtained. If this calculation is performed for both the existing and future conditions, the net effect (in volume and percentage) of the development is obtained.

The following Table "B", Intersection Traffic Volume Changes, demonstrates the very small amounts of additional traffic contributed to the Allandale Street intersections by the "Allendale Glen" development.

Table B

Intersection Traffic Volume Changes

			Net Increments	
	Existing	Future	Number	Percent
AM Peak Hour				
Allandale at Centre	3,454	3,463	9	+ 0.26 %
Allandale at Grove	2,061	2,068	7	+ 0.34 %
Allandale at Site	776	792	16	+ 2.1 %
PM Peak Hour				
Allandale at Centre	4,161	4,171	10	+ 0.24 %
Allandale at Grove	3,030	3,041	11	+ 0.36 %
Allandale at Site	663	684	21	+ 3.2 %

It is noted that the "existing" traffic volumes are the 1995 "Build" traffic volumes from the "Allandale Condominiums" Access Plan and, therefore, included that development and other growth levels from that Access Plan. The "future" traffic volumes include the development traffic volumes from this "Allendale Glen" project added to the "existing" (i.e., 1995 "Build" traffic volumes).

Table "B" indicates that the net increment in additional traffic volumes at the Allandale Street intersections with Centre or Grove Streets vary from 7 to 11 additional vehicles per peak hour, with a percentage increase varying from +0.24% to 0.34%. This is an average increase of approximately one additional vehicle each 5 to 6 minutes. This net change is statistically insignificant if the daily and monthly variations at these intersections are considered.

At the site access on Allandale Street, the net increases are somewhat larger (16 additional vehicles in the morning and 21 additional vehicles in the evening), but these net increments are still in the order of only one additional vehicle each 3 to 4 minutes and, are likely within the normal variation of traffic volumes on Allandale Street itself near the site access.

Thus, it appears reasonable to conclude that the traffic volume increases attributable to the "Allendale Glen" development are very small and will be essentially negligible with respect to traffic operations on Allandale Street and in the general neighborhood area.

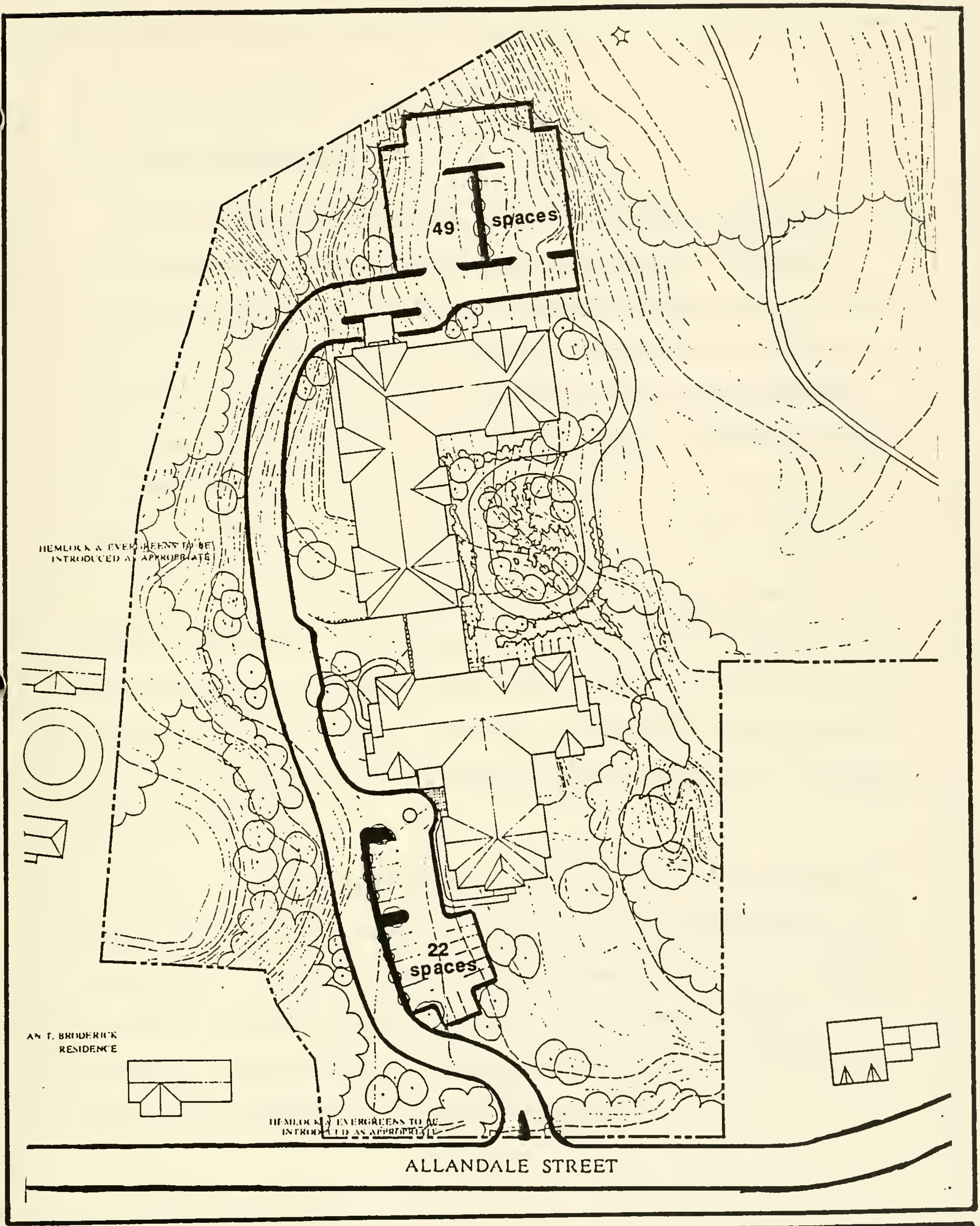
7.0 Parking Issues

The "Allendale Glen" development program would construct 99 elderly residential units with 71 on-site, at-grade parking spaces. The parking layout is shown on Figure 5, Site Plan.

The zoning ordinance requires a provision of 1 space per dwelling unit for a total of 100 parking spaces. The "Allendale Glen" development will provide a total of 71 parking spaces which is less than the zoning requirement. McNeil's experience on other existing identical developments has been that 1 space per unit provides too many spaces. However, the site plan will be drawn to indicate where the additional 29 spaces would be located if they are found necessary when the development is occupied.

The long term experience of McNeil & Associates, Inc. in operating such elderly complexes indicates that many of the elderly residents of the site will not normally own vehicles and that assigning specific spaces to individual tenants or dwelling units is not effective. Rather, tenants will be assigned general areas where they may park vehicles, if in fact, they do so own them. Residents who own vehicles will be assigned parking stickers and parking of non-resident vehicles will be controlled by towing or other appropriate legal measures. The remainder of the parking spaces will be designated for handicap, staff and visitor parking.

The developer's experience in operating this type of housing has shown that the provision of "handicap" spaces is of significance in such a development and, therefore, will designate 5 spaces as "handicap".


49 spaces
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
22 spaces
AN T. BRODERICK RESIDENCE
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
ALLANDALE STREET

Allandale Glen Boston, Mass.	SITE PLAN	Figure 5

Segal/DiSarcina Associates, Inc. *Transportation Consultants*

8.0 Public Transportation

Public transportation services (such as rapid transit and buses) are a relevant mode of transportation for elderly residential developments because the elderly tend to have lower automobile ownership rates. Because the elderly do not work, they do not make peak hour trips and do schedule their other trips (such as shopping or medical) during off-peak periods. In addition, the developer does not encourage vehicle ownership and encourages those residents with vehicles to share vehicle trips with other site residents. This policy further reduces the number of vehicle trips.

It is noted that the MBTA operates Bus Route # 38 which runs from Wren Street in West Roxbury to the Forest Hill Station of the Orange Line which then connects into the region's rapid transit system. This system could be used either by site residents or visitors. A bus stop is located conveniently on Centre Street near the Allandale Street intersection, a very short distance from the site.

While not an absolutely guaranteed site amenity, the developer will assist in arranging for scheduled bus and/or van transportation for site residents for trips to local shopping malls, restaurants, cultural events, etc. These trips will also be arranged in conjunction with appropriate retailers or other providers of resident services and would utilize contract services with local bus, van or taxi companies.

9.0 Access, Loading and Pedestrian Issues

As can be seen on Figure 5, Site Plan, all vehicles will enter and exit the site from a single driveway to Allandale Street. This driveway is designed to allow a lane of travel in each direction and will include a small median island at Allandale Street to provide additional safety in making traffic turning movements. The site driveway is located such to provide the maximum possible visibility along Allandale Street. Other than the connection of the driveway into Allandale Street, no other changes in Allandale Street are proposed.

All loading and unloading of delivery vehicles will occur on the site and there is no need to use public streets to maneuver vehicles for these purposes. The site will not include formal loading bays (in the buildings), but areas have been set aside for the delivery of goods to and from the site.

A sidewalk will be provided along the access driveway to provide for safe pedestrian access from Allandale Street to the site and to connect the site access sidewalk with the City's existing sidewalk located some 200 feet from the site access point. The larger scale site plan shows the relationship of pedestrian paths between parking areas and the residences. Due regard to the needs of the elderly has been taken into account.

10.0 Impact Mitigation

10.1 Construction

The construction program will include necessary site regrading and the construction of the proposed development. Major trucking movements are anticipated to occur from Centre Street which connects into the city's arterial street system.

The developer will submit a specific plan for management of construction vehicles and require the contractor to make time of day delivery of materials during the normal construction time periods. The construction program is anticipated to occur normally during weekdays and no major activities are anticipated to occur on weekend days or during the evening. Construction worker parking will be provided on-site.

In accordance with City direction, the developer will post appropriate construction signing for the protection of area residents and pedestrians. The developer is very sensitive to the nature of construction activities as demonstrated by the recent construction without any safety incidents of the "Glen Grove" facility which was located next to an elementary school in the Town of Wellesley.

The construction program will comply with applicable City requirements and will not require excessive street occupancies except for the purpose of utility connections and street and sidewalk reconstructions. All construction materials will be stored on-site or at contractor locations until required for usage.

10.2 Transit Usage

The management program of the building will include provisions for the posting of MBTA transit information such as schedules, maps, etc. to provide residents with easily available information. The developer will initiate a program for residents to avail themselves of an MBTA pass with appropriate elderly discounts.

The nearby accessibility of the MBTA's Bus Route # 38 will allow for some transit usage. However, the developer recognizes that elderly residents need a more customized service and will develop thoses services previously described. The developer will coordinate such transit activities with those provided by the City's elderly service agencies.

10.3 Parking Management

As discussed previously, residents will be provided with on-site parking spaces generally located to minimize walking. The parking areas will be periodically patrolled by on-site management employees to enforce on-site regulations.

10.4 Costs

The developer will incur the costs for repairs necessary to connect the access driveway into Allandale Street as a part of the general development costs.

11.0 Monitoring Mechanism

Since this is an elderly residential development with very low traffic generating characteristics, it is recommended that the access plan goal be the utilization of buses and vans to provide transportation services for site residents.

The developer will comply with City requirements for monitoring the progress of achieving the goal of this Access Plan and will prepare a monitoring report for the City one year after the development has been occupied and whenever after so required by the City.

EASTERN ENGINEERING COLLABORATIVE, INC.

SITE ANALYSIS
&
WETLAND REPORT

Allendale Glen
44 Allandale Road
Jamaica Plain, MA

September 22, 1988

186 LINCOLN STREET, SUITE 300, BOSTON, MASSACHUSETTS 02111
617·338·7277

SITE ANALYSIS

GENERAL

The topography of this site is variable with hilly slopes on the east and west sides. The underlying rock outcrops in several places. Much of the upland area is covered with mature woodland dominated by Red Oak *Quercus rubra* and White Oak *Quercus alba* with White Pine *Pinus strobus*, Chestnut *Castanea americana*, White Ash *Fraxinus americana* and Shagbark Hickory *Carya ovata*. At the center of the site, there is a low-lying area through which a brook flows in a southerly direction. Adjacent to the brook is a Wetland Resource Area of Bordering Vegetated Wetland.

WETLAND RESOURCE AREAS

The tree layer of the Bordering Vegetated Wetland is dominated by Red Maple *Acer rubrum*

and also present is White Ash *Fraxinus americana*, Grey Birch *Betula populifolia*, and in the wetter areas Speckled Alder *Alnus rugosa* and Willow *Salix sp* are found. Black Cherry *Prunus serotina* is abundant at the boundary between wetland and upland.

The following species were found in the shrub layer; Silky Dogwood Cornus stolonifera, Swamp Dogwood Cornus amomum, Elderberry Sambucus canadensis, Blackberry Rubus sp., with European Buckthorn Rhamnus frangula and Staghorn Sumac Rhus typhina becoming more abundant at wetland boundary.

As the site was surveyed during the winter months the herbaceous layer was not fully represented, however there was evidence of the following species; Skunk Cabbage Symplocarpus foetidus, Iris Iris sp., Purple Loosestrife Lythrum salicaria, Willow Herb Epilobium sp., Turtle head Chelone glabra, and Golden Rod Solidago sp.,

The Wetland Resource Area has been determined and flagged by Eastern Engineering Collaborative, Inc. in accordance with the definitions and criteria provided in the Regulations promulgated under Massachusetts General Law Chapter 131, Section 40, the Wetlands Protection Act at 310 CMR 10.00. The Wetlands Resource Area Boundary determinations were consistent with the requirements under Part III of the Regulations at 310 CMR 10.55. (See exhibit A).

A Positive determination of Applicability has been issued by the Boston Conservation Commission on Dec. 12, 1987 (see exhibits B & C)

IMPACTS OF PROJECT ON NATURAL RESOURCES

There are no other significant natural resources on this site that will be adversely affected by the proposed project notably;

- Rare plant or animal species or significant natural communities as designated by The Massachusetts Natural Heritage Program are not known to exhist on this site.

- Significant Archaeological resources are not known to exhist on this site (Reference: The Massachusetts Historical Commission).

The Wetland Resource Areas will be protected and buffered from the effects of the construction process by the use of erosion and sedimentation control measures. Also, appropriate measures will be taken to minimize potential flood damage. These will include the implementation of a storm water detention system such that there will be zero increase in the rate of run off down stream.

The project site is not located within a 100 year floodplain (See exhibit D).

No mature trees existing on the site will be cut down for this project and appropriate measures will be employed to protect

trees in proximity to the building site during construction. These will include the placing of snow fence or other suitable barrier.

All measures taken to protect the Natural Resource Areas of this site both prior and during construction will be in accordance with the Oder of Conditions as issued by The Conservation Commission.

A Notice of Intent outlining the proposed work on the site and the measures proposed to protect the Natural Resource Areas will be submitted to the Conservation Commission when all the prior approvals required by the City of Boston have been obtained.

44 Allandale Street

WETLANDS FLAGGING, Tree and Shrub identification

		Common Name	Latin Name
Flag 1a	up	Shagbark Hickory	Carya ovata
		Tree of Heaven	Ailanthus altissima
		White Ash	Fraxinus americana
	down	Multiflora Rose	Rosa multiflora
		Butternut	Juglans cinerea
		Burning Bush	Euonymus- atropurpurea
		Amur Honeysuckle	Lonicera maackii
		Tree of Heaven	Ailanthus altissima
		White Ash	Fraxinus americana
		Golden Rod	Solidago sp.
		Highbush Blackberry	Rubus allegheniensis
Flag 2a	up	Shagbark Hickory	Carya ovata
	down	Black Raspberry	Rubus occidentalis
		Tree of Heaven	Ailanthus altissima
		Butternut	Juglans cinerea
		European Buckthorn	Rhamnus frangula
		Burning Bush	Euonymus- atropurpurea
		Black Cherry	Prunus serotina
		Golden Rod	Solidago sp.
		Red Maple	Acer rubrum
		Amur Honeysuckle	Lonicera maackii
		Hawthorn	Crataegus sp.
Flag 3a	up	Shagbark Hickory	Carya ovata
		White Ash	Fraxinus americana
		Black Oak	Quercus velutina
	down	Multiflora Rose	Rosa multiflora
		Amur Honeysuckle	Lonicera maackii
		Black Cherry	Prunus serotina
		Red Maple	Acer rubrum
		Alder	Alnus rugosa
		Pignut	Carya glabra

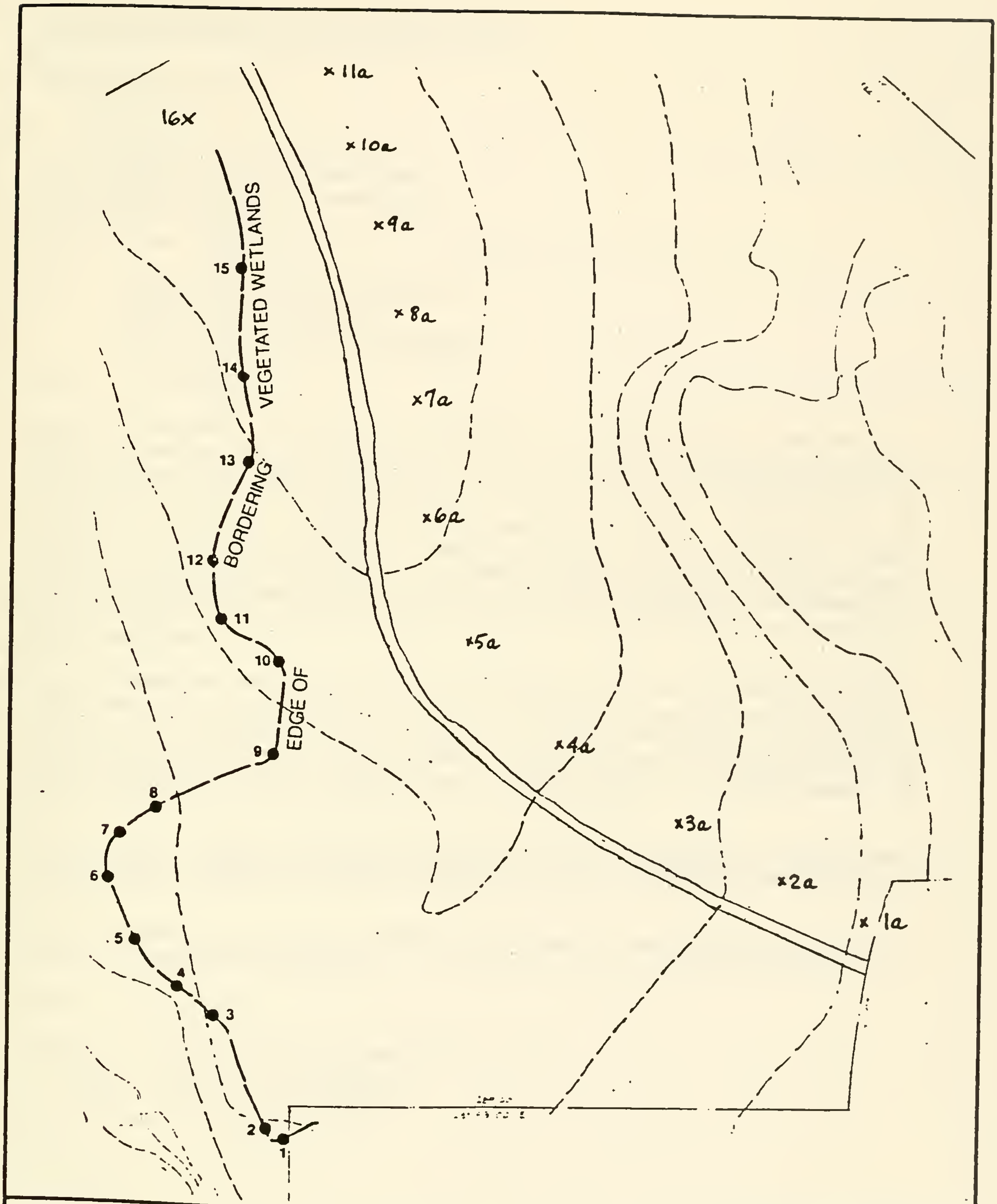
EXHIBIT A

Flag 4a	up	American Beech	*Fagus grandifolia*
		Black Oak	*Quercus velutina*
		European Buckthorn	*Rhamnus frangula*
		Highbush Blackberry	*Rubus allegheniensis*
	down	European Buckthorn	*Rhamnus frangula*
		Red Maple	*Acer rubrum*
		Swamp Dogwood	*Cornus amomum*
		Alder	*Alnus rugosa*
		Highbush Blackberry	*Rubus allegheniensis*
Flag 5a	up	White Oak	*Quercus alba*
		Black Oak	*Quercus velutina*
		European Buckthorn	*Rhamnus frangula*
		Multiflora Rose	*Rosa multiflora*
	down	European Buckthorn	*Rhamnus frangula*
		Multiflora Rose	*Rosa multiflora*
		Black Cherry	*Prunus serotina*
		Blackberry	*Rubus sp.*
		Amur Honeysuckle	*Lonicera maackii*
		Golden Rod	*Solidago sp.*
		Staghorn Sumac	*Rhus typhina*
		White Ash	*Fraxinus americana*
		Alder	*Alnus rugosa*
		Swamp Dogwood	*Cornus amomum*
		Butternut	*Juglans cinerea*
		Common Buckthorn	*Rhamnus cathartica*
		Sugar Maple	*Acer saccharum*
Flag 6a	up	Highbush Blackberry	*Rubus allegheniensis*
		Black Oak	*Quercus velutina*
		Scarlet Oak	*Quercus coccinea*
		Pignut	*Carya glabra*
		Winged Euonymus	*Euonymus alata*
		White Ash	*Fraxinus americana*
		Multiflora Rose	*Rosa multiflora*
	down	Highbush Blackberry	*Rubus allegheniensis*
		European Buckthorn	*Rhamnus frangula*
		Staghorn Sumac	*Rhus typhina*
		Black Cherry	*Prunus serotina*
Flag 7a	up	Black Oak	*Quercus velutina*
		European Buckthorn	*Rhamnus frangula*
	down	Red Maple	*Acer rubrum*
		European Buckthorn	*Rhamnus frangula*
		Black Cherry	*Prunus serotina*
		Multiflora Rose	*Rosa multiflora*
		White Ash	*Fraxinus americana*

Flag 11a	down	Grey Birch	*Betula populifolia*
		European Buckthorn	*Rhamnus frangula*
		Iris	*Iris sp.*

Flag 16a connects to Flag 15 on the eastern side of the stream

up	European Buckthorn	*Rhamnus frangula*
	Black Oak	*Quercus velutina*
	Scarlet Oak	*Quercus coccinea*
	Red Birch	*Betula nigra*
	Witch Hazel	*Hamamaelis virginiana*
down	Red Maple	*Acer rubrum*
	European Buckthorn	*Rhamnus frangula.*



APPROXIMATE LOCATION OF WETLANDS FLAGS

44 ALLANDALE STREET, JAMAICA PLAIN, MA

JOB NO. 3.0028.0

SCALE NONE

DATE 3/29/88

FIGURE NO.

EASTERN ENGINEERING COLLABORATIVE, INC.

EASTERN ENGINEERING COLLABORATIVE, INC.

November 23, 1987

Mr. Ronald Scanlon, Chairman
Boston Conservation Commission
1 City Hall Square
Boston, MA 02201

RE: Request for Determination
44 Allandale Street
Jamaica Plain, Massachusetts

Dear Mr. Scanlon,

We are pleased to submit herewith two copies of a Request for Determination of Applicability under the Massachusetts Wetlands Protection Act MGL Chapter 131 , Section 40 on behalf of our client, McNeil Communities, Inc. for property located at 44 Allandale Street, Jamaica Plain, Massachusetts. The parcel of land is owned by Faulkner Hospital, Inc. and is under lease agreement to the applicant. We are including a letter of assent from Faulkner Hospital giving their blanket approval to McNeil in order that they might file for all applicable permits and applications.

The purpose of this Request for Determination is to establish the line denoting the edge of the bordering vegetated wetlands located on the westerly portion of the property. No work is being proposed at this time. Subsequent to the positive determination by the Commission, a design for the development of upland portions of the site will be performed.

Two copies of the enclosed Request for Determination have been filed with DEQE/Northeast Region and with Faulkner Hospital on this date.

Kindly inform us as to the date and time of the public hearing so that we might by present.

Very truly yours,

EASTERN ENGINEERING COLLABORATIVE, INC.

Susan Lewis Wellington
Susan Lewis Wellington

SLW/snt

3.0028.0

copy: DEQE/NE (2 copies)
McNeil Communities, Inc.
Faulkner Hospital, Inc.

186 LINCOLN STREET, SUITE 300, BOSTON, MASSACHUSETTS 02111
617 [illegible]277

EXHIBIT B

Form 1

Commonwealth
of Massachusetts

DEQE File No. ☐
(To be provided by DEQE)

City/Town Boston

Applicant McNeil Communities, Inc.

Request for a Determination of Applicability
Massachusetts Wetlands Protection Act, G.L. c. 131, §40

1. I, the undersigned hereby request that the City of Boston Conservation Commission make a determination as to whether the area, described below, or work to be performed on said area, also described below, is subject to the jurisdiction of the Wetlands Protection Act, G.L. c. 131, §40.

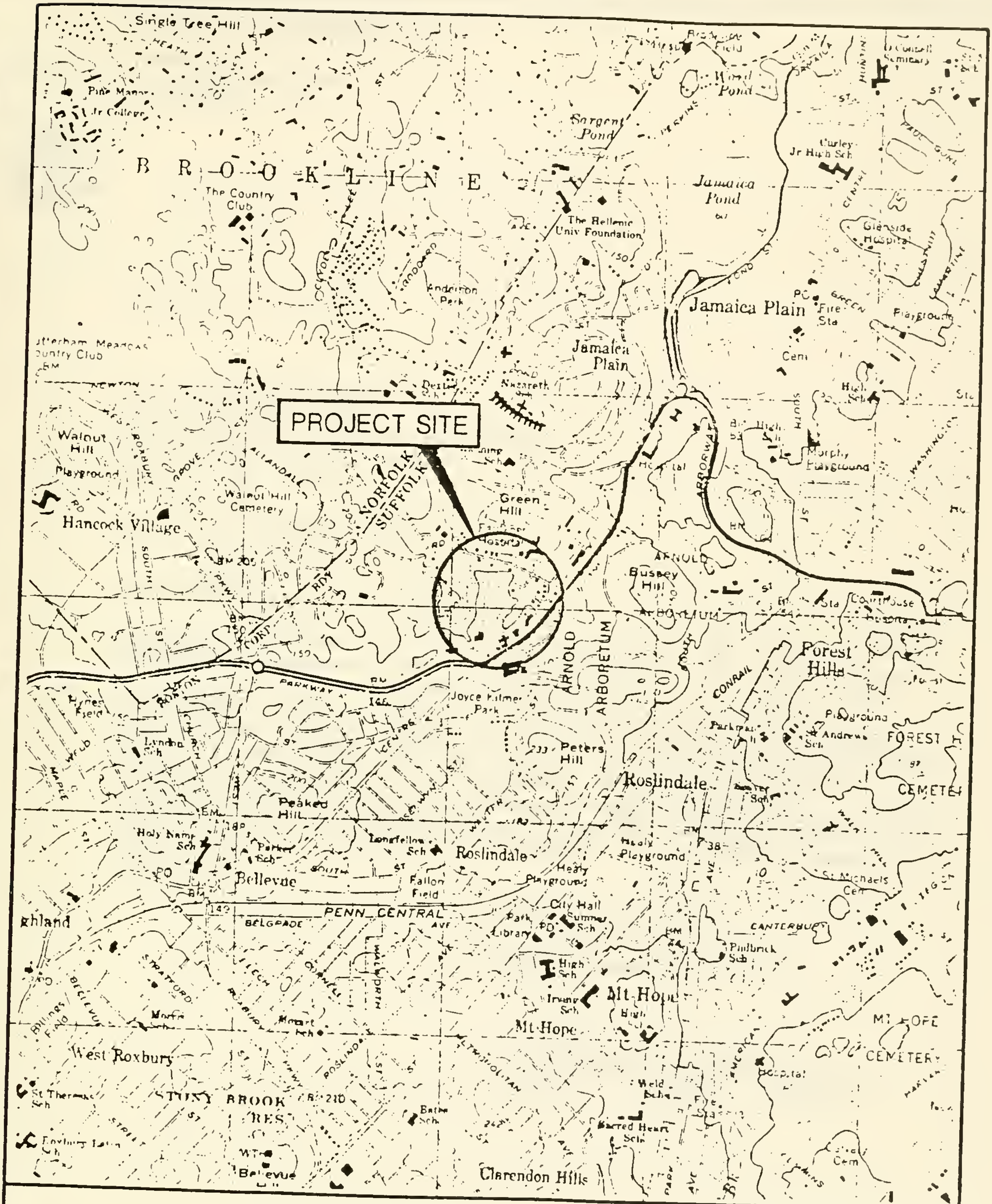
2. The area is described as follows. (Use maps or plans, if necessary, to provide a description and the location of the area subject to this request.)

   The purpose of this Request for Determination is to establish the edge of bordering vegetated wetlands, defined as a resource area under 310 CMR 10.55. Wetlands delineation line is as shown on the enclosed plan titled, "Site Plan Souther Property, Jamaica Plain, Massachusetts", dated 11/23/87 and prepared by The Architectural Team, Inc. The edge of the bordering vegetated wetlands was flagged in the field, located by actual field survey and plotted on the enclosed plan.

   A USGS topographic locus map is enclosed as Figure A to show overall locus of project site. Site is further delineated on enclosed plan.

3. The work in said area is described below. (Use additional paper, if necessary, to describe the proposed work.)

   There is no work being proposed at this time. A design/development scheme will be proposed at some future date for upland portions of the site.



44 ALLANDALE ROAD
JAMAICA PLAIN, MA

JOB NO. 3.0028.0

SCALE 1" = 2083'

DATE NOVEMBER 23 1987

PROJECT LOCATION MAP

FIGURE NO

A

EASTERN ENGINEERING COLLABORATIVE, INC.

Faulkner Hospital

Allandale at Centre Street
Boston, Massachusetts 02130
(617) 522-5800

November 10, 1987

Mr. Thomas McNicholas
Acting Commissioner
Inspectional Services Department
1010 Massachusetts Avenue
Boston, MA 02118

Re: 44 Allandale Street
Jamaica Plain, MA 02130

Dear Commissioner McNicholas:

Please be advised that this organization is the owner of the captioned premises (the "Premises") and has leased the same in their entirety to McNeil Communities, Inc., under a long term ground lease. This letter will serve as written approval or assent to the filing with the City of Boston by McNeil Communities, Inc. of any and all applications related to the development of the Premises, including, without limiting the generality of such approval or assent, applications for building permits and any related appeals for permission to vary from any provision of applicable codes or ordinances.

Very truly yours,

FAULKNER HOSPITAL, INC.

By Elaine S. Ullian
Elaine S. Ullian, President

**City of Boston
The Environment
Department**

Raymond L. Flynn
Mayor

Lorraine M. Downey
Director

Boston City Hall/Room 805
Boston, Massachusetts 02201
617/725-4416 or 725-3850

12/17/87

Eastern Engineering Collaborative, Inc.
Attn: Ms Susan Wellington
186 Lincoln Street
Suite 300
Boston, MA 02111

Re: 44 Allandale Determination

Dear Susan:

In follow-up to the public hearing of 12/10/87 regarding 44 Allandale Road in Jamaica Plain/W.Roxbury I have enclosed the Determination of Applicability of the Wetlands Protection Act which has been signed by the Commission.

As was voted on in the hearing, the Boston Conservation Commission has determined that the site in question does contain wetland resource areas protected by the Act. Therefor any work on the site within 100' of the wetlands will require the filing of a Notice of Intent with the Commission.

In reference to the site plan dated 11/23/87 and revised 11/30/87 which identifies the eastern edge of the bordering vegetated wetlands, I am of the opinion that it is an accurate delineation and may be used as a guideline for planning purposes for a period of one year from the date of the public hearing. Our site visit with BCC Commissioner Joan Engler on 12/8/87 was most helpful in confirming the flagging done by your firm and Joan has agreed with that line.

Please contact me if I can be of further assistance with this matter. The Commission is particularly interested in any development plans as we are abutters to the site. You may inform your client that I will make myself available to discuss this matter as well as the possibility of a Conservation Restriction for undeveloped portions of the site at his convenience.

Sincerely,

D. Bryan Glascock
Boston Conservation Commission

enclosure

Air Pollution Control, Boston Art, Back Bay Architectural, Beacon Hill Architectural, Boston Landmarks and the Conservation Commissions

Form 2

Commonwealth
of Massachusetts

DEQE File No. ☐
(To be provided by DEQE)

City/Town Jamaica Plain/W.Rox

Applicant Eastern Eng. Collaborat

Determination of Applicability
Massachusetts Wetlands Protection Act, G.L. c. 131, §40

From BOSTON CONSERVATION COMMISSION Issuing Authority

To Eastern Engineering Collaborative, Inc. (Name of person making request)

Faulkner Hospital, Inc. (Name of property owner)

Address 186 Lincoln St., Suite 300,
Boston, MA 02111

Address Allandale at Centre St. Boston, MA
02130

This determination is issued and delivered as follows:

☐ by hand delivery to person making request on ______ (date)

☑ by certified mail, return receipt requested on 1/4/87 (date)

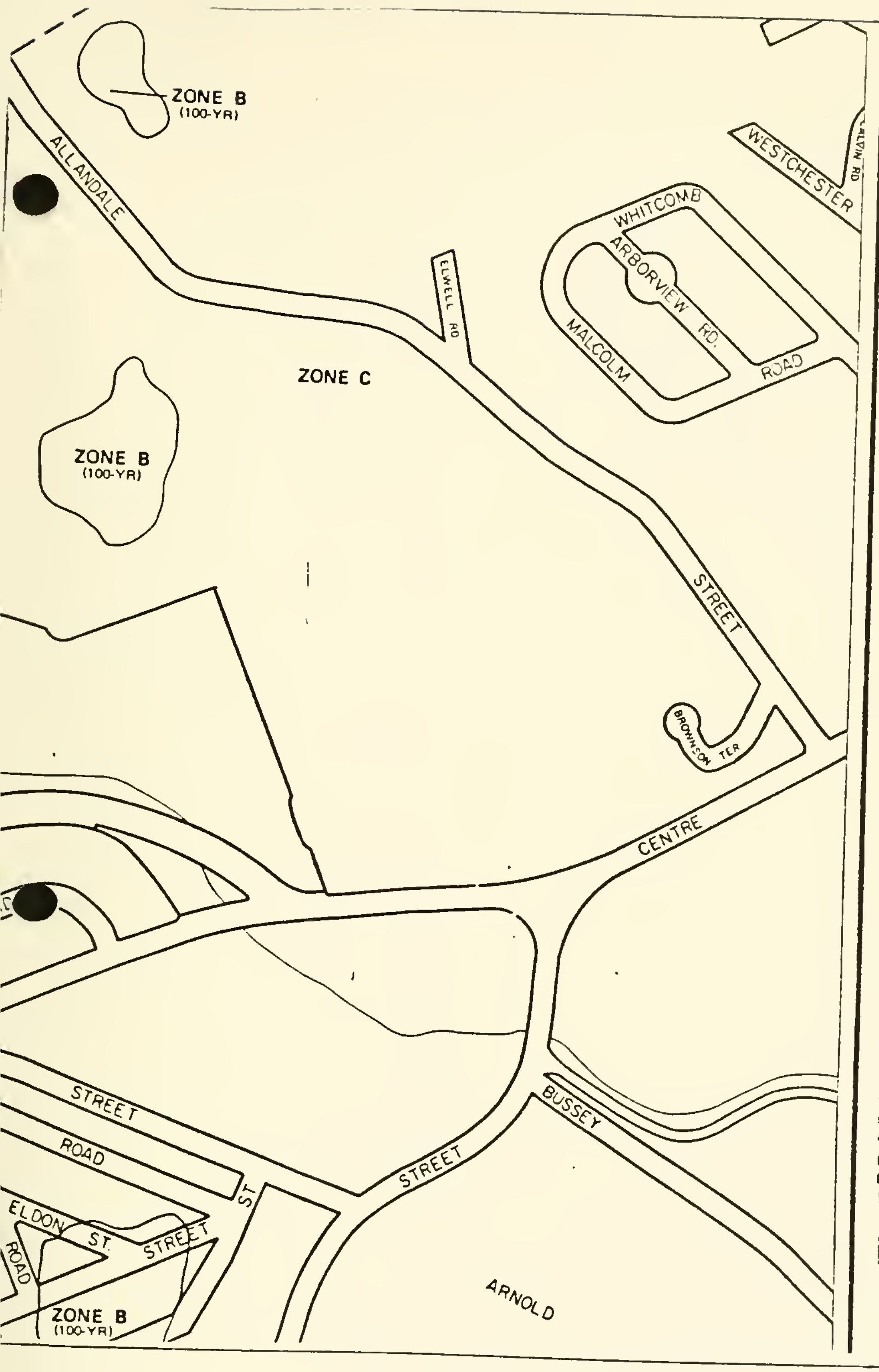
Pursuant to the authority of G.L. c. 131, §40, the BOSTON CONSERVATION COMMISSION has considered your request for a Determination of Applicability and its supporting documentation, and has made the following determination (check whichever is applicable):

This Determination is positive:

1. ☒ XX The area described below, which includes all/part of the area described in your request, is an Area Subject to Protection Under the Act. Therefore, any removing, filling, dredging or altering of that area requires the filing of a Notice of Intent.

   Property at 44 Allandale Road, Boston, MA

2. ☐ The work described below, which includes all/part of the work described in your request, is within an Area Subject to Protection Under the Act and will remove, fill, dredge or alter that area. Therefore, said work requires the filing of a Notice of Intent.



KEY TO MAP

500-Year Flood Boundary	——
	ZONE B
100-Year Flood Boundary	——
Zone Designations*	ZONE A1 / ZONE A5
100-Year Flood Boundary	——
	ZONE B
500-Year Flood Boundary	——
Base Flood Elevation Line With Elevation In Feet**	—513—
Base Flood Elevation in Feet Where Uniform Within Zone**	(EL 987)
Elevation Reference Mark	RM7×
Zone D Boundary	— — —
River Mile	•M1 5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action), base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:

NOVEMBER 22, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS:

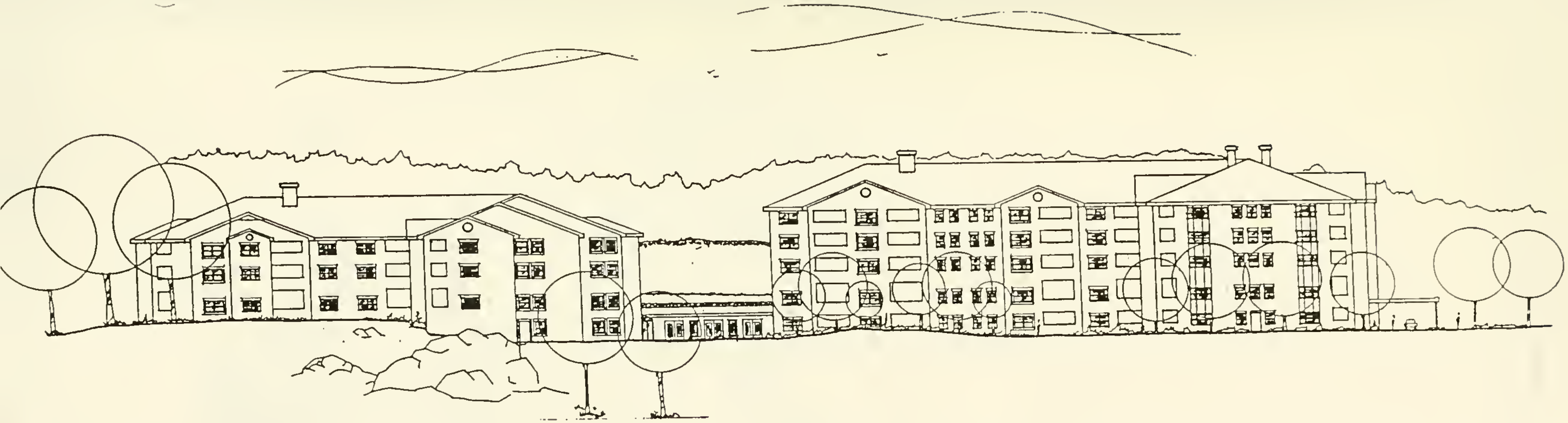
FLOOD INSURANCE RATE MAP

CITY OF BOSTON, MASSACHUSETTS

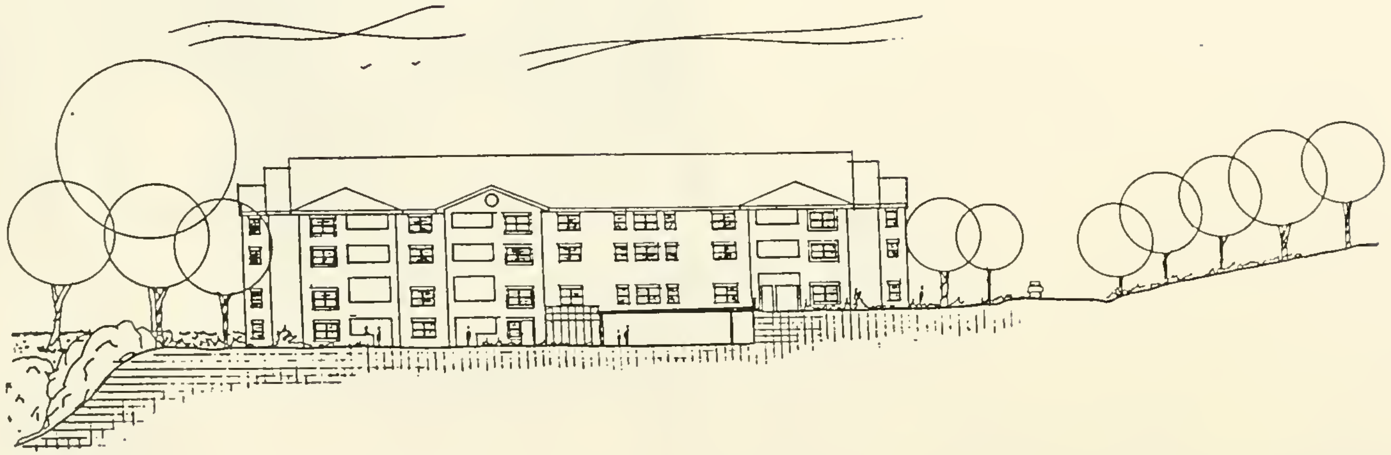
PANEL 14 OF 31

EFFECTIVE DATE: APRIL 1, 1982

EXHIBIT D



WEST ELEVATION ELEVATION F



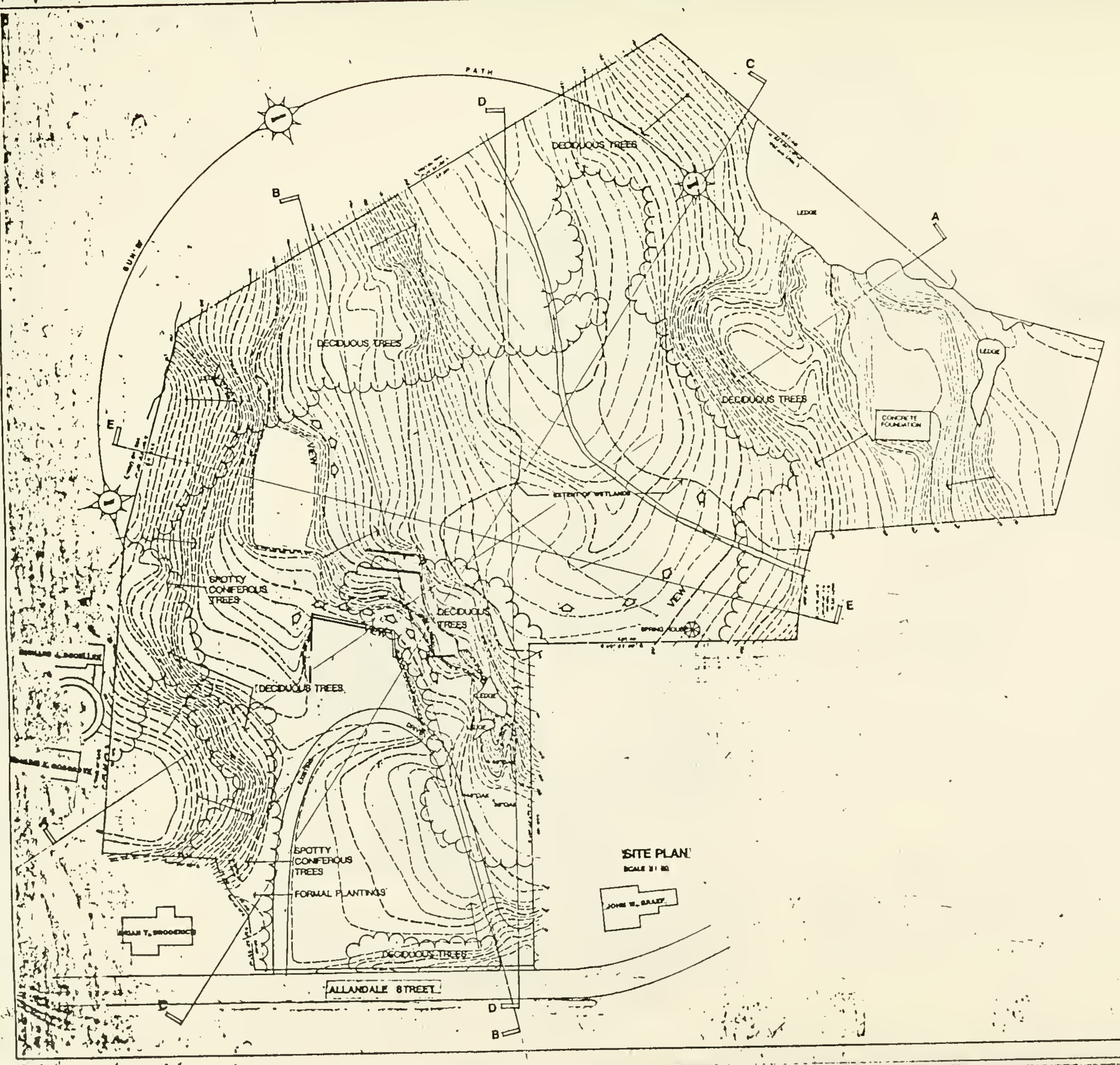
SOUTH SECTION / ELEVATION ELEVATION E

ALLENDALE GLEN

JAMAICA PLAIN, MASSACHUSETTS

18 JULY, 1988

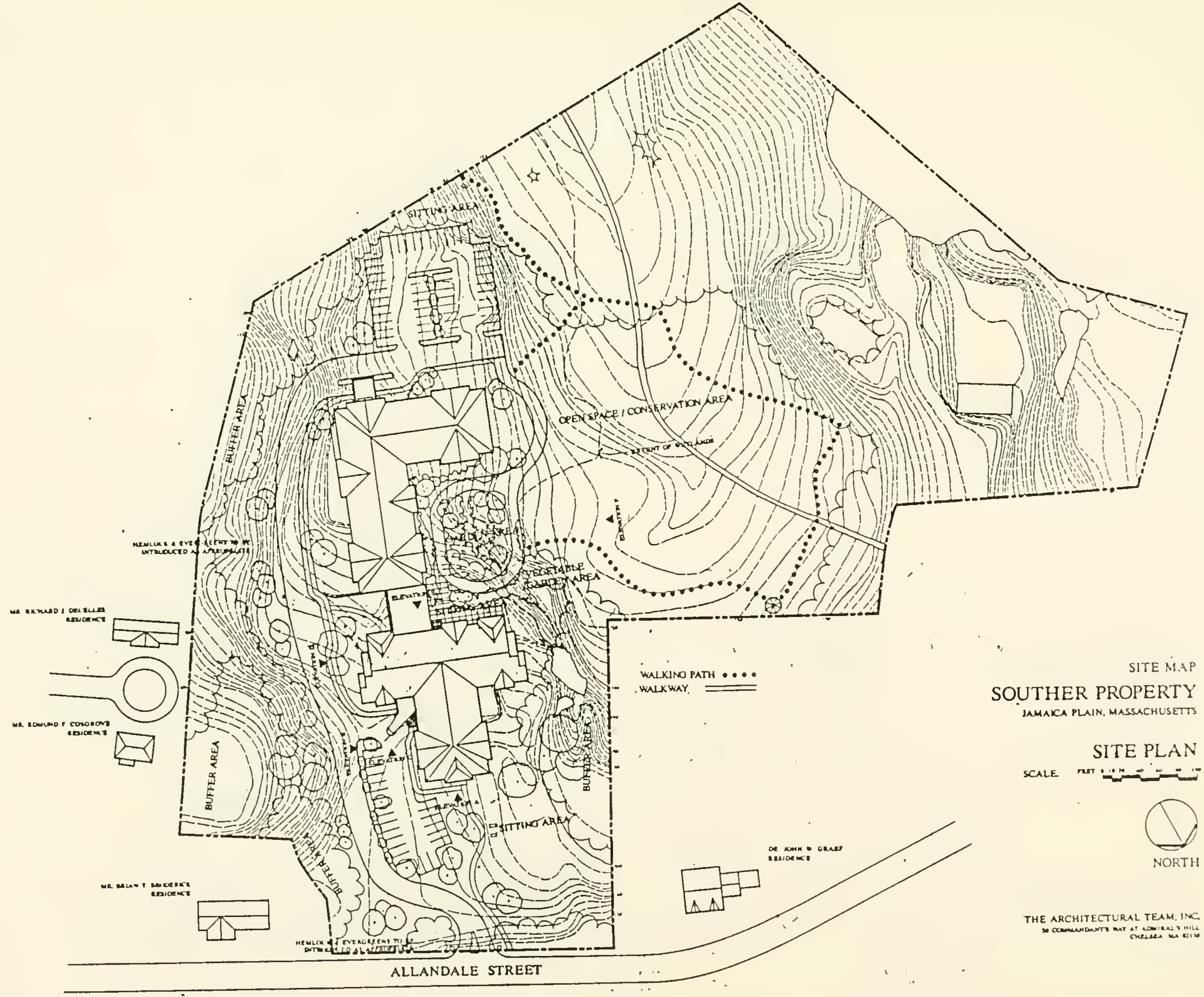
THE ARCHITECTURAL TEAM



SOUTHER PROPERTY
JAMAICA PLAIN, MASSACHUSETTS

SITE PLAN

THE ARCHITECTURAL TEAM, INC.


SITTING AREA
BUFFER AREA
OPEN SPACE / CONSERVATION AREA
EXTENT OF WETLANDS
VEGETABLE GARDEN AREA
ELEVATION
SITTING AREA
BUFFER AREA
BUFFER AREA
BUFFER AREA
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
MR. RICHARD J. DELELLIS RESIDENCE
MR. EDMUND F. COSGROVE RESIDENCE
MR. BRIAN T. BRODERICK RESIDENCE
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
DR. JOHN B. GRAEF RESIDENCE
ALLANDALE STREET
WALKING PATH
WALKWAY
SCALE FEET
NORTH

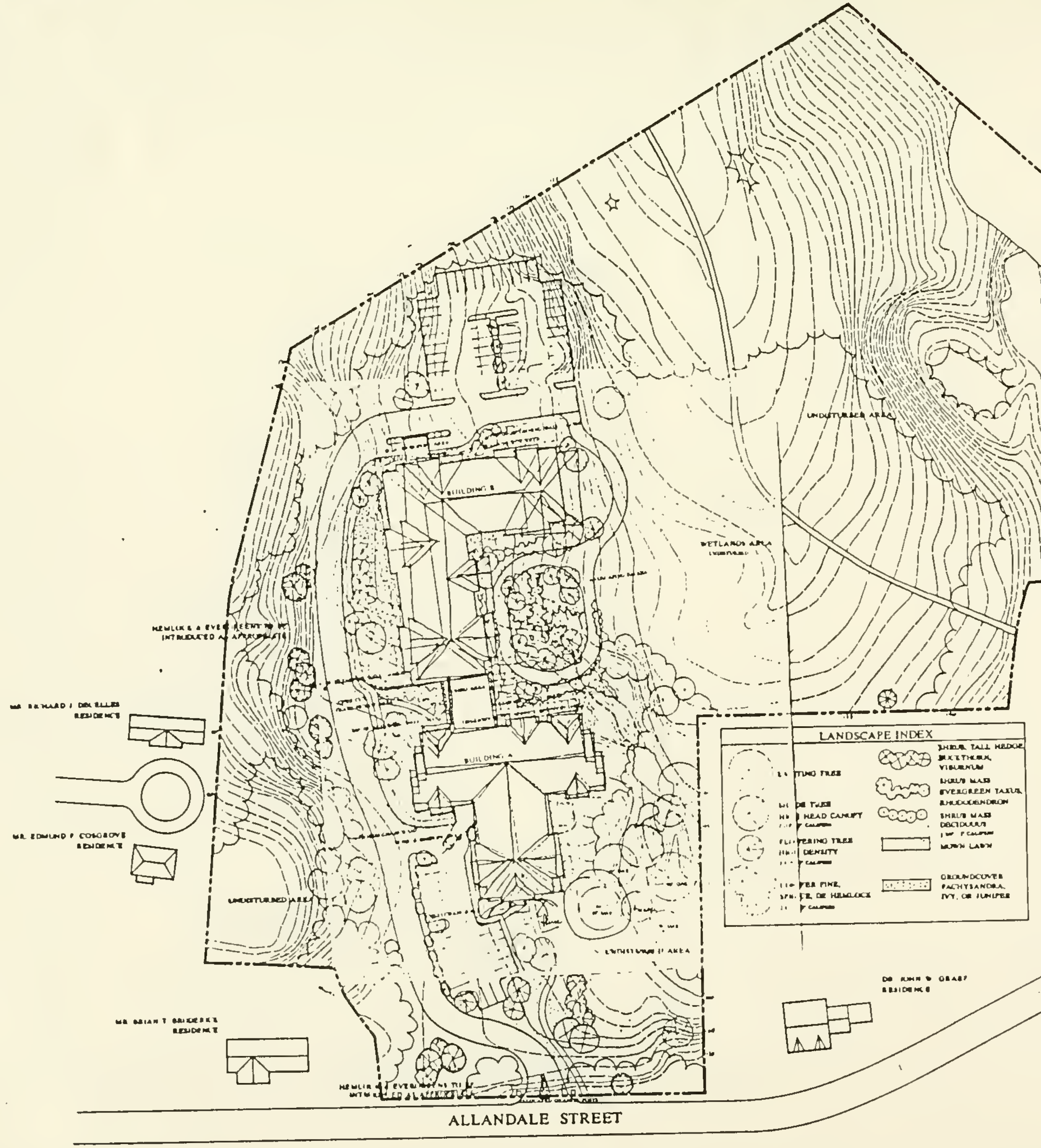
SITE MAP

SOUTHER PROPERTY

JAMAICA PLAIN, MASSACHUSETTS

SITE PLAN

THE ARCHITECTURAL TEAM, INC.
30 COMMANDANT'S WAY AT ADMIRAL'S HILL
CHELSEA, MA 02150


UNDISTURBED AREA
WETLANDS AREA
BUILDING B
BUILDING A
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
UNDISTURBED AREA
UNDISTURBED AREA
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
MR. RICHARD J. DRISLLES RESIDENCE
MR. EDMUND F. COSGROVE RESIDENCE
MR. BRIAN T. BRIDGERS RESIDENCE
DR. JOHN W. GRAEF RESIDENCE
ALLANDALE STREET
LANDSCAPE INDEX
EXISTING TREE
SHADE TREE
HIGH HEAD CANOPY
CALIPER
FLOWERING TREE
HIGH DENSITY
CALIPER
EVERGREEN PINE, SPRUCE, OR HEMLOCK
CALIPER
SHRUB TALL HEDGE BUCKTHORN, VIBURNUM
SHRUB MASS EVERGREEN TAXUS, RHODODENDRON
SHRUB MASS DECIDUOUS
CALIPER
MOWN LAWN
GROUNDCOVER PACHYSANDRA, IVY, OR JUNIPER

PLANTING PLAN

SOUTHER PROPERTY

JAMAICA PLAIN, MASSACHUSETTS

SITE PLAN

SCALE: FEET 0 10 20 40 60 80 100

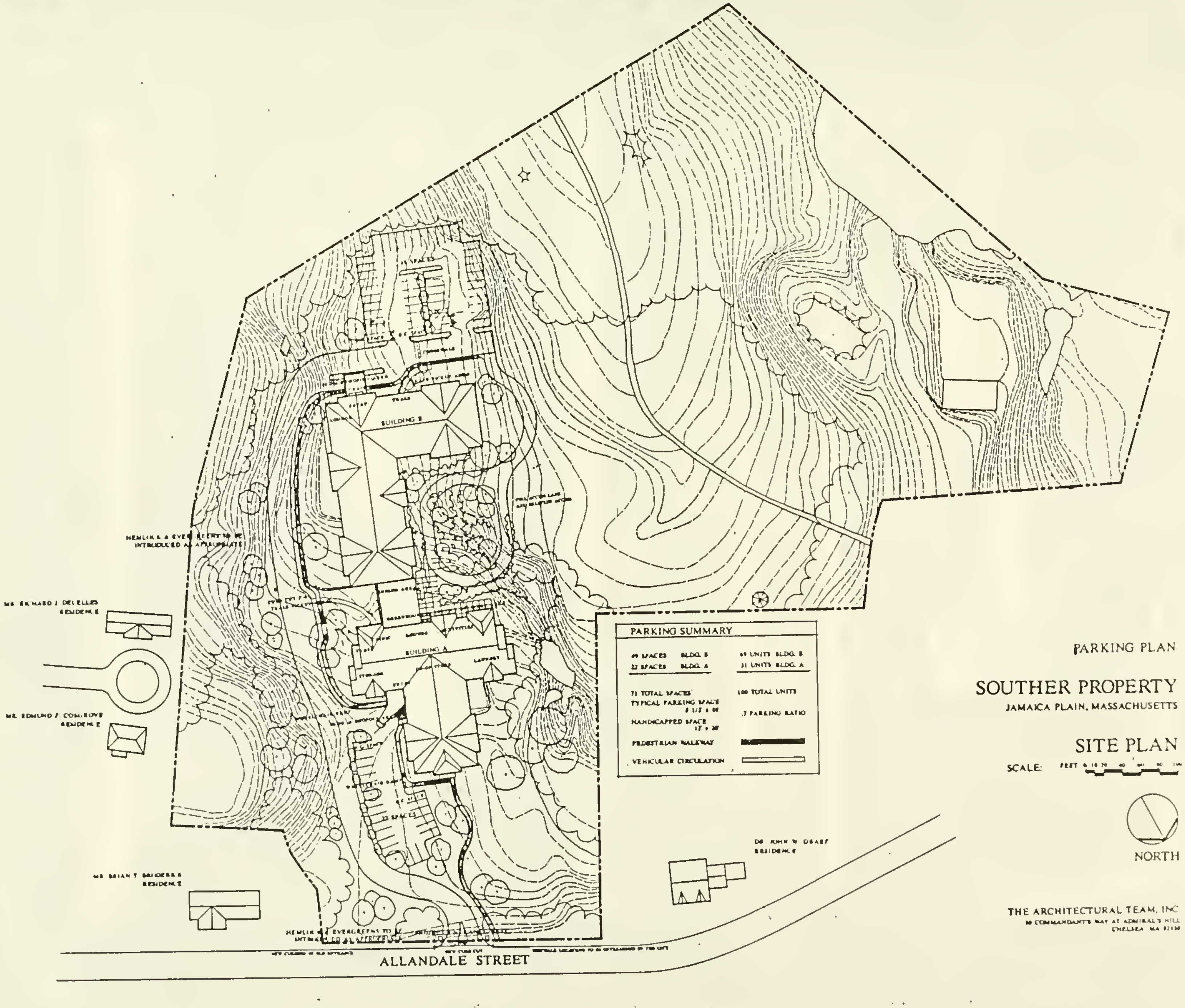
NORTH

THE ARCHITECTURAL TEAM, INC.
50 COMMANDANT'S WAY AT ADMIRAL'S HILL
CHELSEA, MA 02150

REVISIONS

DRAWN BY
SCALE
JOB NO.
DATE

DRAWING NO.


HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
MR. BERNARD J. DEL ELLIS RESIDENCE
MR. EDMUND F. COSGROVE RESIDENCE
MR. BRIAN T. BRIDERRA RESIDENCE
BUILDING B
BUILDING A
49 SPACES
22 SPACES
HEMLOCK & EVERGREENS TO BE INTRODUCED AS APPROPRIATE
DR. JOHN W. GRAEF RESIDENCE
ALLANDALE STREET
NORTH

PARKING SUMMARY

49 SPACES	BLDG. B	69 UNITS	BLDG. B
22 SPACES	BLDG. A	31 UNITS	BLDG. A
71 TOTAL SPACES		100 TOTAL UNITS	
TYPICAL PARKING SPACE 8 1/2 x 18		.7 PARKING RATIO	
HANDICAPPED SPACE 12 x 20			
PEDESTRIAN WALKWAY		▬	
VEHICULAR CIRCULATION		▭	

PARKING PLAN

SOUTHER PROPERTY

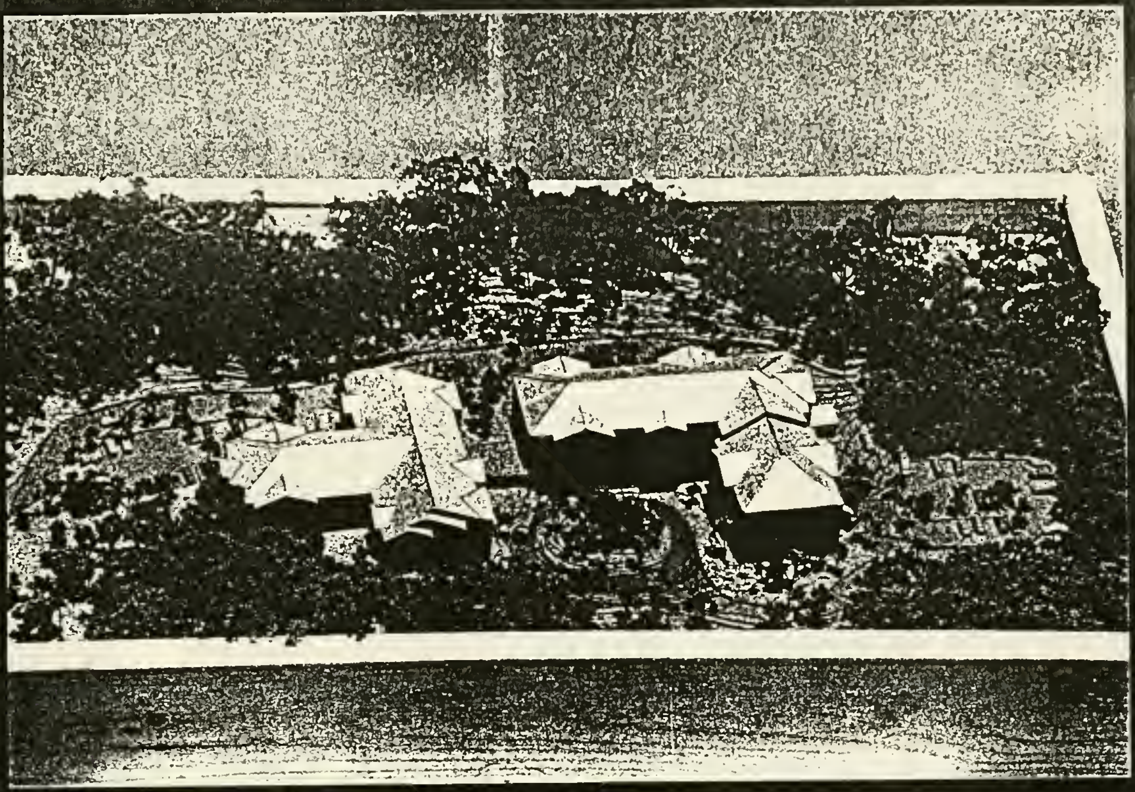
JAMAICA PLAIN, MASSACHUSETTS

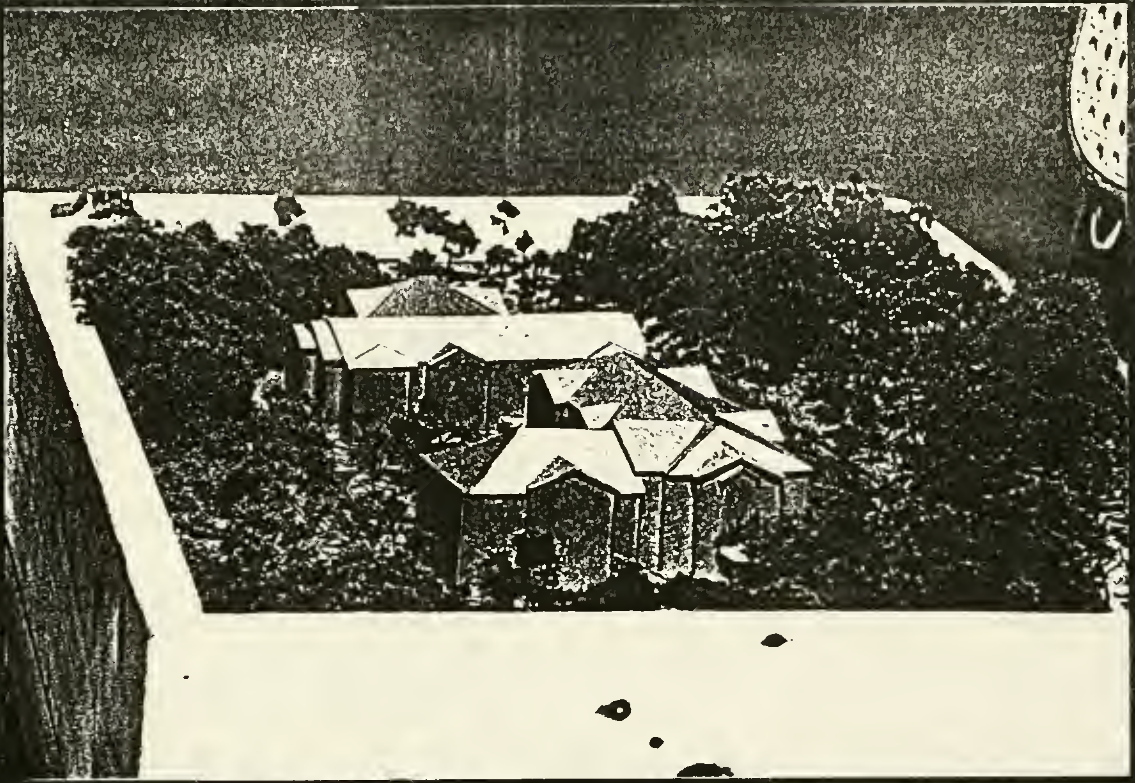
SITE PLAN

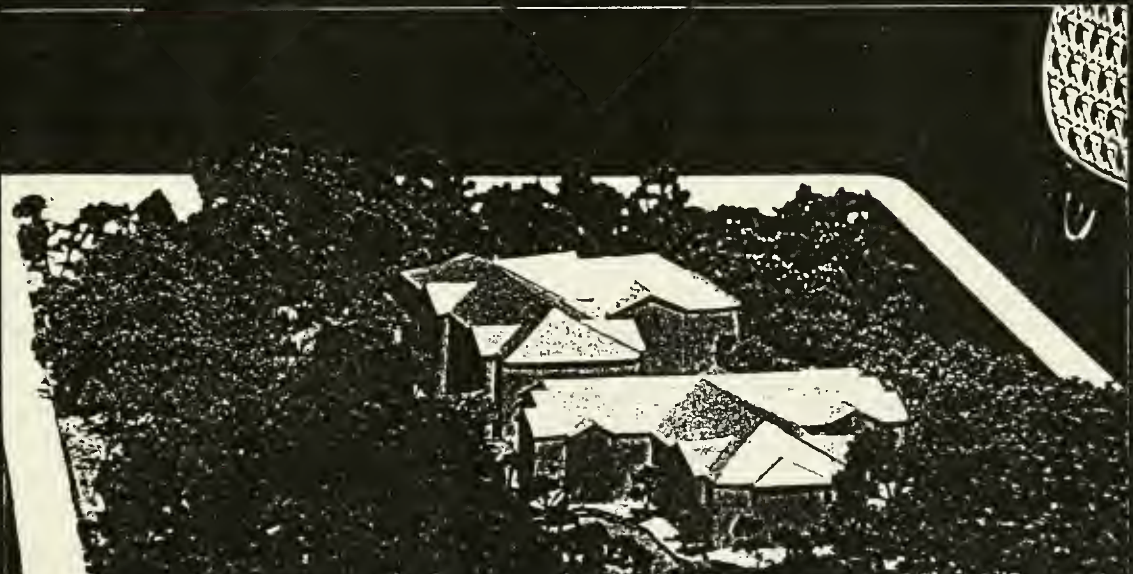
SCALE: FEET 0 10 20 40 60 80 100

NORTH

THE ARCHITECTURAL TEAM, INC
50 COMMANDANT'S WAY AT ADMIRAL'S HILL
CHELSEA MA 02150







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